

# BookletChart<sup>TM</sup>

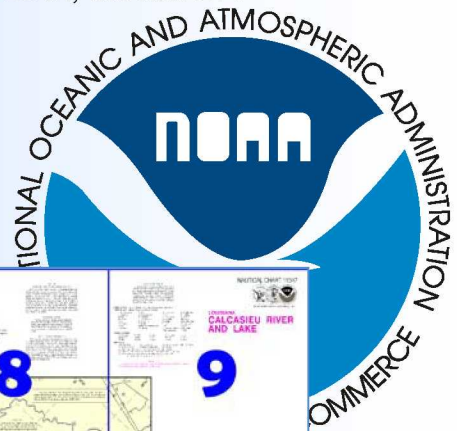
## Calcasieu River and Lake

(NOAA Chart 11347)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

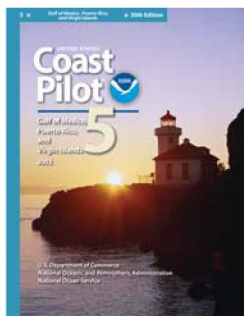
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 5, Chapter 9 excerpts]

(341) **Calcasieu Pass**, the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

((367) (1) **Monkey Island** (29°47.0'N., 93°20.8'W.). This area is used extensively by the fishing and offshore exploration industries. Numerous fishing and offshore exploration boats are homeported in this area.

Vessels transiting this area may require speed reduction to reduce wake. (368) (2) **Intracoastal Waterway** (30°05.5'N., 93°19.5'W.). This represents the point at which this waterway crosses the Calcasieu River Channel. This water is extensively used by tows. The situation is further complicated by an LNG facility located on the **Industrial Canal** which is serviced by deep-draft vessels. Tows intending to cross or enter the main

river channel from the Intracoastal Waterway should give a Security call on VHF-FM channel 13, 30 minutes prior to entry and adjust speed so as to enter the river when the channel is clear. Every effort, including holding, should be made to avoid unduly restricting full-powered vessels, and allow them to clear this area when either inbound or outbound.

(373) **Calcasieu Channel Lighted Whistle Buoy CC** (29°20'00"N., 93°13'18"W.) is equipped with a strobe light and a racon.

390) **Cameron**, the seat of Cameron Parish, is a fishing village on the E shore of Calcasieu Pass 2.5 miles above its entrance.

(395) **Calcasieu River** and **Ship Channel**. N of Calcasieu Pass, the ship channel cuts across points of land along the W side of Calcasieu Lake to a junction with the Calcasieu River at **Choupique Island**. The channel is straight and well marked by lights and lighted ranges.

(396) The Intracoastal Waterway crosses the ship channel at the N end of Choupique Island, at the mouth of the **Calcasieu River**, and continues W through **Choupique Cutoff**. N of the intersection with the Intracoastal Waterway, **Industrial Canal** leads NE to a turning basin. From the junction with Industrial Canal, the ship channel follows the natural channel of Calcasieu River to the N side of **Moss Lake**, thence bypassing the river through a landcut about 1 mile long to the W bend of the river just above Haymark Terminal, thence in the natural channel to Rose Bluff, thence through **Rose Bluff Cutoff** and continuing on the same course through a cut across the S end of **Coon Island**; thence, the E or right fork for about 1.5 miles to the port wharves at Port of Lake Charles. Deep water is along midchannel but, unlike most rivers, the deeper water often favors the points rather than the bends.

(397) **Calcasieu Landing** is on the W bank of the Calcasieu River just N of its junction with Choupique Cutoff. A shipyard here has two 2,000-ton floating drydocks which can handle ships up to 200 feet and barges up to 300 feet long and 55 feet wide with drafts of 14 feet for general repairs. A marine railway at the shipyard can handle vessels up to 200 feet. The yard builds tugs, crew boats, and barges up to 200 feet. There are metal, joiner, machine, and welding shops, a floating crane that can handle craft to 60 tons, and tank cleaning facilities. A fuel dock adjoins the shipyard. Diesel fuel is available on a 24-hour basis at the dock or in midstream by barge. The fuel facility monitors VHF-FM channels 13 and 16 continuously.

(405) The **Port of Lake Charles**, about 32 miles from the Gulf, is opposite Clooney Island on the E bank of Calcasieu River and the N bank of Contraband Bayou. It is the only major port in W Louisiana.

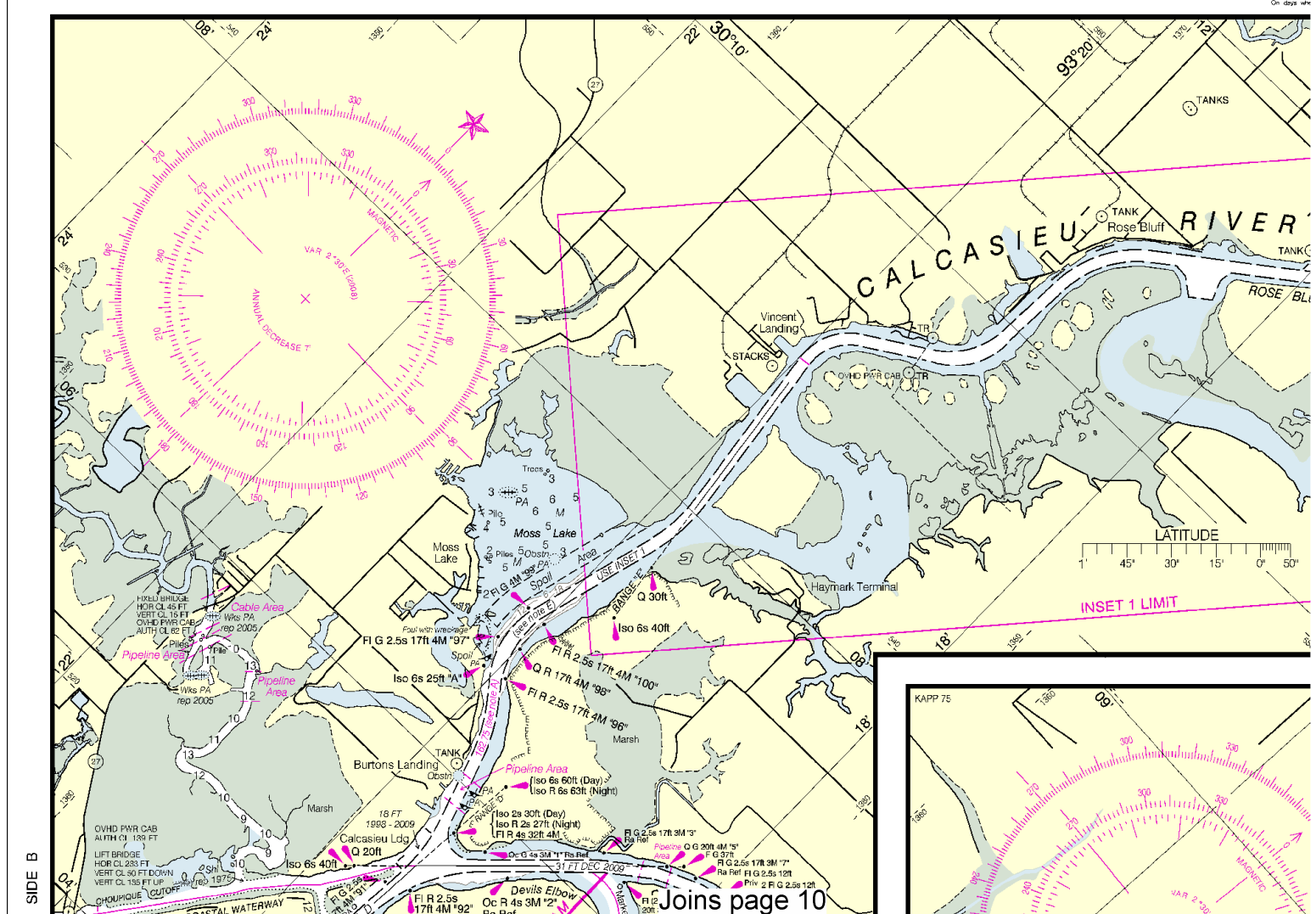
(406) **Lake Charles**, the seat of Calcasieu Parish, is located around the E side of the lake about 34 miles from the Gulf. It is the center of large chemical, petroleum, natural gas, fish oil, synthetic rubber, salt, seafood, and rice industries.

(461) **Westlake 11347 Westlake** is an industrial suburb of the city of Lake Charles on the W side of the Calcasieu River about 2 miles above the Port of Lake Charles wharves. U.S. Route 90 highway bridge that crosses the river and the N part of Lake Charles near Westlake has a fixed cantilever center span with clearance of 95 feet for a width of 380 feet and a clearance of 135 feet for the middle 200 feet of span. Just N of the highway bridge, the Southern Pacific railroad swing bridge has a clearance of 1 foot. The W opening is protected by a fender system and is the prescribed draw; any craft navigating the E opening does so at its own risk.



JUNE 2008				JULY 2008				AUGUST 2008				SEPTEMBER 2008				
Day	Time	HI	LI	Day	Time	HI	LI	Day	Time	HI	LI	Day	Time	HI	LI	
1	0332	1.7	16 0507	1.5	1 0438	1.7	16 0531	1.4	1 0544	1.4	16 0519	1.4	1 08 0	1.4	16 0409	1.5
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
2	0448	1.8	Tu 2111	-0.4	2 0226	1.7	17 0253	1.3	2 0509	1.4	17 0230	1.4	2 0621	1.4	17 0412	1.5
3	0532	1.9	W 2130	-0.8	3 0812	1.8	18 0815	1.3	3 0830	1.3	18 0540	1.3	3 0827	1.4	18 0409	1.6
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
4	0615	1.9	Th 2139	-0.8	4 0855	1.8	19 0857	1.3	4 0848	1.8	19 0548	1.3	4 0837	1.4	19 0409	1.6
5	0712	1.6	F 2253	-0.3	5 0733	1.4	20 0737	1.3	5 0721	0.4	20 0551	1.3	5 07 3	1.3	20 0323	1.7
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
6	0803	1.7	Sa 2327	-0.3	6 0800	-0.4	21 0712	1.2	6 0859	0.7	21 0601	0.9	6 08 0	1.6	21 0138	1.6
7	0914	-0.5	Sa 2327	-0.3	7 0903	1.3	22 0706	1.2	7 0913	1.1	22 0640	1.2	7 09 1	1.6	22 0140	1.6
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
8	1012	-0.2	Su 2342	-0.4	8 1013	0.3	23 0712	0.3	8 1026	1.2	23 0719	1.4	8 10 3	1.7	23 0219	1.9
9	1112	0.1	M 2359	0.1	9 1112	0.1	24 0712	0.1	9 1126	0.1	24 0713	0.1	9 11 2	1.6	24 0239	1.8
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
10	1213	0.1	Tu 2403	0.1	10 1213	0.1	25 0712	0.1	10 1226	0.1	25 0713	0.1	10 12 3	1.6	25 0239	1.8
11	1314	0.1	W 2413	0.1	11 1314	0.1	26 0712	0.1	11 1326	0.1	26 0713	0.1	11 13 3	1.6	26 0239	1.8
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
12	1415	0.1	Th 2423	0.1	12 1415	0.1	27 0712	0.1	12 1426	0.1	27 0713	0.1	12 14 3	1.6	27 0239	1.8
13	1516	0.1	F 2433	0.1	13 1516	0.1	28 0712	0.1	13 1526	0.1	28 0713	0.1	13 15 3	1.6	28 0239	1.8
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
14	1617	0.1	Sa 2443	0.1	14 1617	0.1	29 0712	0.1	14 1626	0.1	29 0713	0.1	14 16 3	1.6	29 0239	1.8
15	1718	0.1	Sa 2453	0.1	15 1718	0.1	30 0712	0.1	15 1726	0.1	30 0713	0.1	15 17 3	1.6	30 0239	1.8
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
16	1819	0.1	Su 2503	0.1	16 1819	0.1	31 0712	0.1	16 1826	0.1	31 0713	0.1	16 18 3	1.6	31 0239	1.8
17	1920	0.1	M 2513	0.1	17 1920	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
18	2021	0.1	Tu 2523	0.1	18 2021	0.1										
19	2122	0.1	W 2533	0.1	19 2122	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
20	2223	0.1	Th 2543	0.1	20 2223	0.1										
21	2324	0.1	F 2553	0.1	21 2324	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
22	2425	0.1	Sa 2603	0.1	22 2425	0.1										
23	2526	0.1	Sa 2613	0.1	23 2526	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
24	2627	0.1	Su 2623	0.1	24 2627	0.1										
25	2728	0.1	M 2633	0.1	25 2728	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
26	2829	0.1	Tu 2643	0.1	26 2829	0.1										
27	2930	0.1	W 2653	0.1	27 2930	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
28	3031	0.1	Th 2703	0.1	28 3031	0.1										
29	3132	0.1	F 2713	0.1	29 3132	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5
30	3233	0.1	Sa 2723	0.1	30 3233	0.1										
31	3334	0.1	Sa 2733	0.1	31 3334	0.1										
Su	1953	-0.6	M 2040	-0.4	Tu 2031	-0.9	W 2056	-0.5	F 0951	1.3	Sa 0929	1.2	M 1105	0.7	Tu 1014	0.5

OCTOBER 2008								N	
Day	Time	U <sub>sky</sub>	Time	U <sub>sky</sub>	Time	U <sub>sky</sub>	Time	U <sub>sky</sub>	Time
	U <sub>sky</sub>	U <sub>sky</sub>	U <sub>sky</sub>	U <sub>sky</sub>	U <sub>sky</sub>	U <sub>sky</sub>	U <sub>sky</sub>	U <sub>sky</sub>	U <sub>sky</sub>
1	0345	1.6	6 0232	1.7	1 0345	1.6	6 0232	1.7	1 132
2	0509	1.6	7 1027	1.0	2 0509	1.6	7 1027	1.0	2 543 207
3	0538	1.6	8 1847	2.1	3 0538	1.6	8 1847	2.1	3 231
4	0623	1.6	9 2335	1.7	4 0623	1.6	9 2335	1.7	
5	0737	1.6	10 2732	1.8	5 0737	1.6	10 2732	1.8	5 0147
6	0858	1.6	11 3001	2.0	6 0858	1.6	11 3001	2.0	6 12 10.8
7	0930	1.6	12 3018	1.8	7 0930	1.6	12 3018	1.8	7 0237
8	1011	1.6	13 1210	1.9	8 1011	1.6	13 1210	1.9	8 0330
9	1054	1.6	14 1210	2.0	9 1054	1.6	14 1210	2.0	9 0330
10	1153	1.6	15 1812	2.1	10 1153	1.6	15 1812	2.1	10 0330
11	1285	1.6	16 2004	2.0	11 1285	1.6	16 2004	2.0	11 0332
12	1421	1.6	17 2424	1.8	12 1421	1.6	17 2424	1.8	12 0338
13	1509	1.6	18 2424	1.9	13 1509	1.6	18 2424	1.9	13 0338
14	1600	1.6	19 2424	2.0	14 1600	1.6	19 2424	2.0	14 0338
15	1659	1.6	20 2424	2.1	15 1659	1.6	20 2424	2.1	15 0338
16	1759	1.6	21 2424	2.2	16 1759	1.6	21 2424	2.2	16 0338
17	1859	1.6	22 2424	2.3	17 1859	1.6	22 2424	2.3	17 0338
18	1959	1.6	23 2424	2.4	18 1959	1.6	23 2424	2.4	18 0338
19	2059	1.6	24 2424	2.5	19 2059	1.6	24 2424	2.5	19 0338
20	2159	1.6	25 2424	2.6	20 2159	1.6	25 2424	2.6	20 0338
21	2259	1.6	26 2424	2.7	21 2259	1.6	26 2424	2.7	21 0338
22	2359	1.6	27 2424	2.8	22 2359	1.6	27 2424	2.8	22 0338
23	2459	1.6	28 2424	2.9	23 2459	1.6	28 2424	2.9	23 0338
24	2559	1.6	29 2424	3.0	24 2559	1.6	29 2424	3.0	24 0338
25	2659	1.6	30 2424	3.1	25 2659	1.6	30 2424	3.1	25 0338
26	2759	1.6	31 2424	3.2	26 2759	1.6	31 2424	3.2	26 0338
27	2859	1.6			27 2859	1.6			27 0338
28	2959	1.6			28 2959	1.6			28 0338
29	3059	1.6			29 3059	1.6			29 0338
30	3159	1.6			30 3159	1.6			30 0338
31	3259	1.6			31 3259	1.6			31 0338



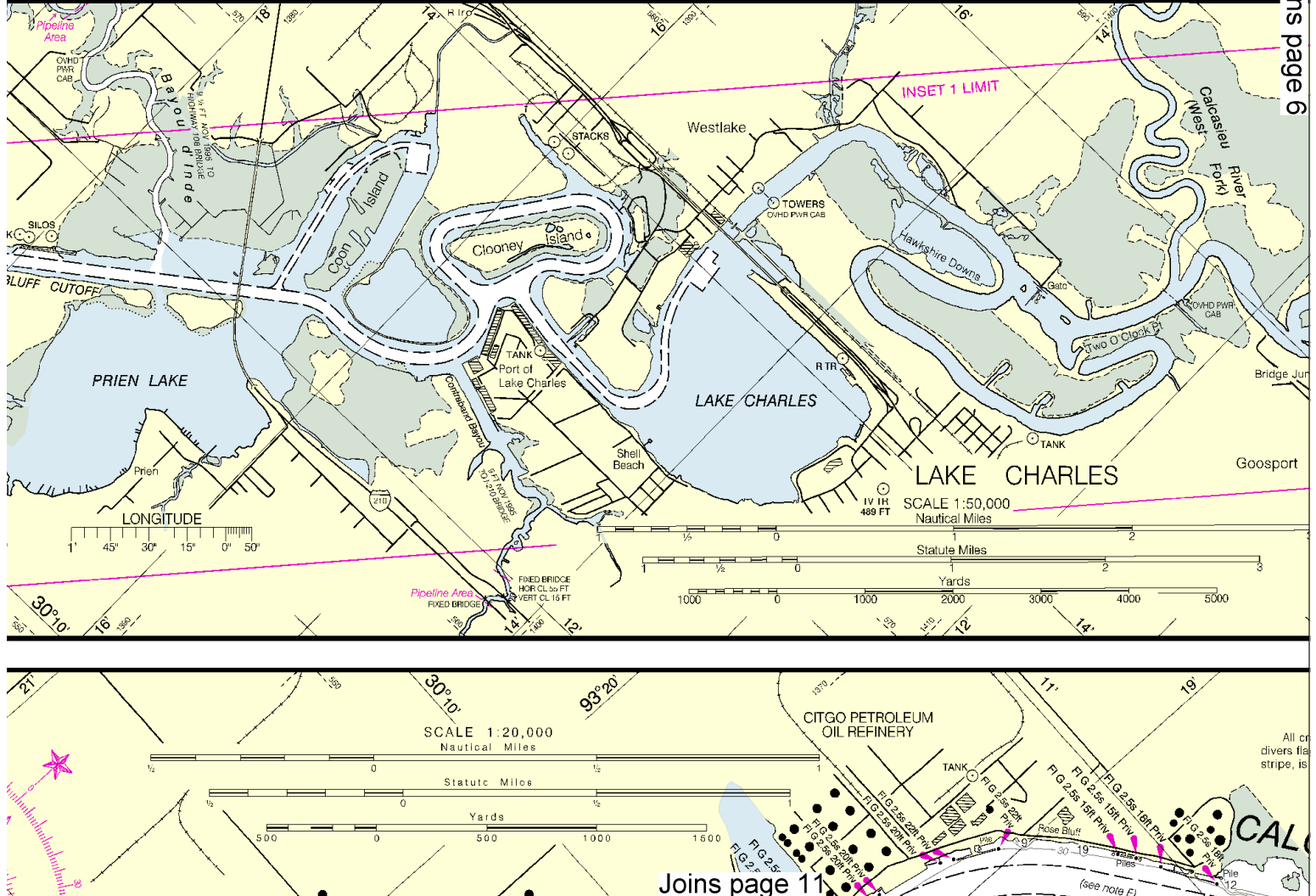
# ALVESTON (Galveston Channel), TEXAS

Heights of high and low water (Lunar Standard Time For Daylight Saving time, add 1 hour).  
 1. Also, apply the time difference listed in the body tables to these low predictions.

NOVEMBER 2008				DECEMBER 2008				JANUARY 2009			
Time	HT	Day	HT	Time	HT	Day	HT	Time	HT	Day	HT
132	0.1	18	0214 1.8	1	0146 1.4	19	0820 1.1	1	0108 0.8	19	0244 0.1
037	1.7	17	0241 1.7	2	0123 1.3	20	0824 1.2	2	0111 0.7	20	0247 0.6
213	0.2	16	0241 1.2	3	0123 1.3	21	0824 1.2	3	0111 0.7	21	0247 0.6
147	1.7	15	0241 1.7	4	0123 1.3	22	0824 1.2	4	0111 0.7	22	0247 0.6
037	1.7	14	0241 1.7	5	0123 1.3	23	0824 1.2	5	0111 0.7	23	0247 0.6
213	0.2	13	0241 1.2	6	0123 1.3	24	0824 1.2	6	0111 0.7	24	0247 0.6
147	1.7	12	0241 1.7	7	0123 1.3	25	0824 1.2	7	0111 0.7	25	0247 0.6
037	1.7	11	0241 1.7	8	0123 1.3	26	0824 1.2	8	0111 0.7	26	0247 0.6
213	0.2	10	0241 1.2	9	0123 1.3	27	0824 1.2	9	0111 0.7	27	0247 0.6
147	1.7	9	0241 1.7	10	0123 1.3	28	0824 1.2	10	0111 0.7	28	0247 0.6
037	1.7	8	0241 1.7	11	0123 1.3	29	0824 1.2	11	0111 0.7	29	0247 0.6
213	0.2	7	0241 1.2	12	0123 1.3	30	0824 1.2	12	0111 0.7	30	0247 0.6
147	1.7	6	0241 1.7	13	0123 1.3	31	0824 1.2	13	0111 0.7	31	0247 0.6
037	1.7	5	0241 1.7	14	0123 1.3			14	0111 0.7		
213	0.2	4	0241 1.2	15	0123 1.3			15	0111 0.7		
147	1.7	3	0241 1.7	16	0123 1.3			16	0111 0.7		
037	1.7	2	0241 1.7	17	0123 1.3			17	0111 0.7		
213	0.2	1	0241 1.2	18	0123 1.3			18	0111 0.7		
147	1.7	31	0241 1.7	19	0123 1.3			19	0111 0.7		
037	1.7	30	0241 1.7	20	0123 1.3			20	0111 0.7		
213	0.2	29	0241 1.2	21	0123 1.3			21	0111 0.7		
147	1.7	28	0241 1.7	22	0123 1.3			22	0111 0.7		
037	1.7	27	0241 1.7	23	0123 1.3			23	0111 0.7		
213	0.2	26	0241 1.2	24	0123 1.3			24	0111 0.7		
147	1.7	25	0241 1.7	25	0123 1.3			25	0111 0.7		
037	1.7	24	0241 1.7	26	0123 1.3			26	0111 0.7		
213	0.2	23	0241 1.2	27	0123 1.3			27	0111 0.7		
147	1.7	22	0241 1.7	28	0123 1.3			28	0111 0.7		
037	1.7	21	0241 1.7	29	0123 1.3			29	0111 0.7		
213	0.2	20	0241 1.2	30	0123 1.3			30	0111 0.7		
147	1.7	19	0241 1.7	31	0123 1.3			31	0111 0.7		
037	1.7	18	0241 1.7								
213	0.2	17	0241 1.2								
147	1.7	16	0241 1.7								
037	1.7	15	0241 1.7								
213	0.2	14	0241 1.2								
147	1.7	13	0241 1.7								
037	1.7	12	0241 1.7								
213	0.2	11	0241 1.2								
147	1.7	10	0241 1.7								
037	1.7	9	0241 1.7								
213	0.2	8	0241 1.2								
147	1.7	7	0241 1.7								
037	1.7	6	0241 1.7								
213	0.2	5	0241 1.2								
147	1.7	4	0241 1.7								
037	1.7	3	0241 1.7								
213	0.2	2	0241 1.2								
147	1.7	1	0241 1.7								

FEBRUARY 2009				MARCH 2009				APRIL 2009				May 2009			
Time	HT	Day	HT	Time	HT	Day	HT	Time	HT	Day	HT	Time	HT	Day	HT
1	0156 -0.1	10	0932 -0.4	1	0923 -0.2	10	0124 -0.2	1	0149 -0.2	10	0219 0.2	1	0245 0.0	10	0312 0.3
2	0156 -0.1	11	0932 -0.4	2	0156 -0.1	11	0932 -0.4	2	0156 -0.1	11	0932 -0.4	2	0156 -0.1	11	0932 -0.4
3	0156 -0.1	12	0932 -0.4	3	0156 -0.1	12	0932 -0.4	3	0156 -0.1	12	0932 -0.4	3	0156 -0.1	12	0932 -0.4
4	0156 -0.1	13	0932 -0.4	4	0156 -0.1	13	0932 -0.4	4	0156 -0.1	13	0932 -0.4	4	0156 -0.1	13	0932 -0.4
5	0156 -0.1	14	0932 -0.4	5	0156 -0.1	14	0932 -0.4	5	0156 -0.1	14	0932 -0.4	5	0156 -0.1	14	0932 -0.4
6	0156 -0.1	15	0932 -0.4	6	0156 -0.1	15	0932 -0.4	6	0156 -0.1	15	0932 -0.4	6	0156 -0.1	15	0932 -0.4
7	0156 -0.1	16	0932 -0.4	7	0156 -0.1	16	0932 -0.4	7	0156 -0.1	16	0932 -0.4	7	0156 -0.1	16	0932 -0.4
8	0156 -0.1	17	0932 -0.4	8	0156 -0.1	17	0932 -0.4	8	0156 -0.1	17	0932 -0.4	8	0156 -0.1	17	0932 -0.4
9	0156 -0.1	18	0932 -0.4	9	0156 -0.1	18	0932 -0.4	9	0156 -0.1	18	0932 -0.4	9	0156 -0.1	18	0932 -0.4
10	0156 -0.1	19	0932 -0.4	10	0156 -0.1	19	0932 -0.4	10	0156 -0.1	19	0932 -0.4	10	0156 -0.1	19	0932 -0.4
11	0156 -0.1	20	0932 -0.4	11	0156 -0.1	20	0932 -0.4	11	0156 -0.1	20	0932 -0.4	11	0156 -0.1	20	0932 -0.4
12	0156 -0.1	21	0932 -0.4	12	0156 -0.1	21	0932 -0.4	12	0156 -0.1	21	0932 -0.4	12	0156 -0.1	21	0932 -0.4
13	0156 -0.1	22	0932 -0.4	13	0156 -0.1	22	0932 -0.4	13	0156 -0.1	22	0932 -0.4	13	0156 -0.1	22	0932 -0.4
14	0156 -0.1	23	0932 -0.4	14	0156 -0.1	23	0932 -0.4	14	0156 -0.1	23	0932 -0.4	14	0156 -0.1	23	0932 -0.4
15	0156 -0.1	24	0932 -0.4	15	0156 -0.1	24	0932 -0.4	15	0156 -0.1	24	0932 -0.4	15	0156 -0.1	24	0932 -0.4
16	0156 -0.1	25	0932 -0.4	16	0156 -0.1	25	0932 -0.4	16	0156 -0.1	25	0932 -0.4	16	0156 -0.1	25	0932 -0.4
17	0156 -0.1	26	0932 -0.4	17	0156 -0.1	26	0932 -0.4	17	0156 -0.1	26	0932 -0.4	17	0156 -0.1	26	0932 -0.4
18	0156 -0.1	27	0932 -0.4	18	0156 -0.1	27	0932 -0.4	18	0156 -0.1	27	0932 -0.4	18	0156 -0.1	27	0932 -0.4
19	0156 -0.1	28	0932 -0.4	19	0156 -0.1	28	0932 -0.4	19	0156 -0.1	28	0932 -0.4	19	0156 -0.1	28	0932 -0.4
20	0156 -0.1	29	0932 -0.4	20	0156 -0.1	29	0932 -0.4	20	0156 -0.1	29	0932 -0.4	20	0156 -0.1	29	0932 -0.4
21	0156 -0.1	30	0932 -0.4	21	0156 -0.1	30	0932 -0.4	21	0156 -0.1	30	0932 -0.4	21	0156 -0.1	30	0932 -0.4
22	0156 -0.1	31	0932 -0.4	22	0156 -0.1	31	0932 -0.4	22	0156 -0.1	31	0932 -0.4	22	0156 -0.1	31	0932 -0.4
23	0156 -0.1			23	0156 -0.1			23	0156 -0.1			23	0156 -0.1		
24	0156 -0.1			24	0156 -0.1			24	0156 -0.1			24	0156 -0.1		
25	0156 -0.1			25	0156 -0.1			25	0156 -0.1			25	0156 -0.1		
26	0156 -0.1			26	0156 -0.1			26	0156 -0.1			26	0156 -0.1		
27	0156 -0.1			27	0156 -0.1			27	0156 -0.1			27	0156 -0.1		
28	0156 -0.1			28	0156 -0.1			28	0156 -0.1			28	0156 -0.1		
29	0156 -0.1			29	0156 -0.1			29	0156 -0.1			29	0156 -0.1		
30	0156 -0.1			30	0156 -0.1			30	0156 -0.1			30	0156 -0.1		
31	0156 -0.1			31	0156 -0.1			31	0156 -0.1			31	0156 -0.1		

Time meridian 90° W. 0000 is midnight, 1200 is noon.  
 a are referred to mean lower low water which is the chart datum of soundings.  
 when the tide is down, low water rise is approximately stated at about 7 hours.  
 Predictions are for beginning of flood.



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:66667. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

# RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NO  
25

THE TABUL

## NOTE E

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

## NOTE H

### CORPS OF ENGINEERS CHANNELS

The sounding datum of this chart is Mean Lower Low Water. U.S. Army Corps of Engineers navigation projects on this chart are shown with dashed black limiting lines. Charted depths in these projects are referenced to a Corps of Engineers datum called Mean Low Gulf (MLG). This datum has been calculated to be 0.90 feet below MLLW at Calcasieu Pass and Calcasieu Ship Channel Reach A and 1.20 feet below MLLW at Calcasieu Ship Channel Reaches B, C and D and at the Port of Lake Charles. The estimated uncertainty is from 0.10 feet to 0.15 feet.

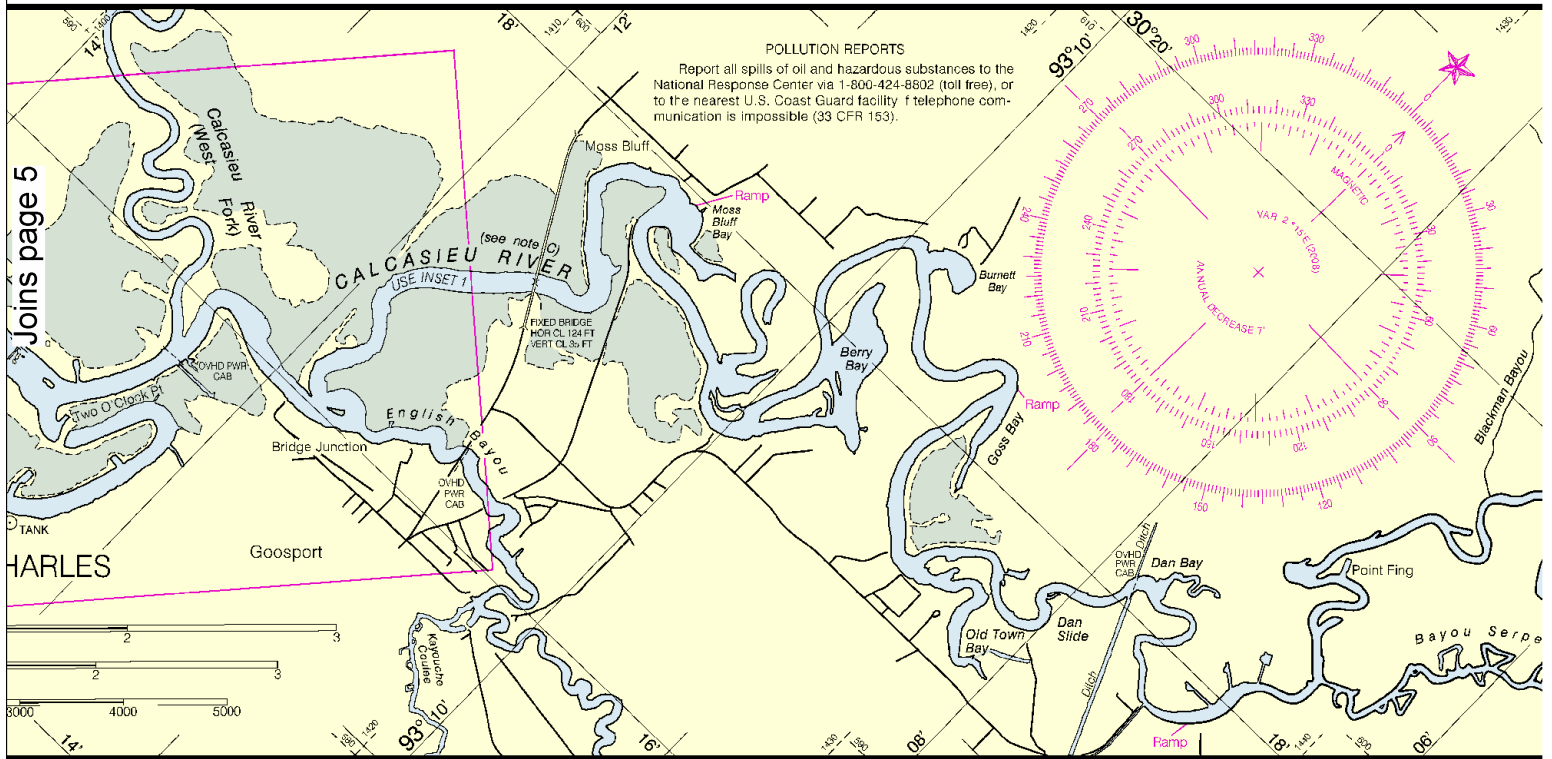
## PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

Formerly 651-SC, 1st Ed., 1967



6

DEPTHS	SERVICES										SUPPLIES									
APPROACH FEET (REPORTED)	ALONGSIDE FEET (REPORTED)	ELECTRICITY (REPORTED)	RAMP SURFACES (REPORTED)	REPAIRS	MARINE HULL MOTOR RADIO	LIFT CAPACITY TONS	BOAT RENTAL	CANOE ROW MOTOR KAYAK	FOOD LODGING CAMPING	PUMP-OUT STATION	TOILET SHOWERS LAUNDRY	WATERCLOSET	WATERCLOSET	WATERCLOSET	WATERCLOSET	WATERCLOSET	WATERCLOSET	WATERCLOSET	WATERCLOSET	WATERCLOSET
CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE	CHART SIDE
SMALL CRAFT FACILITY	B	8	6	B	E	S	HM													
BOWTIE MARINA																				

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
 ULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
 THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

MARINE WEATHER FOR  
 NATIONAL WEATHER SERVICE  
 CITY  
 Lake Charles, LA

\*Recording (24 hours data)

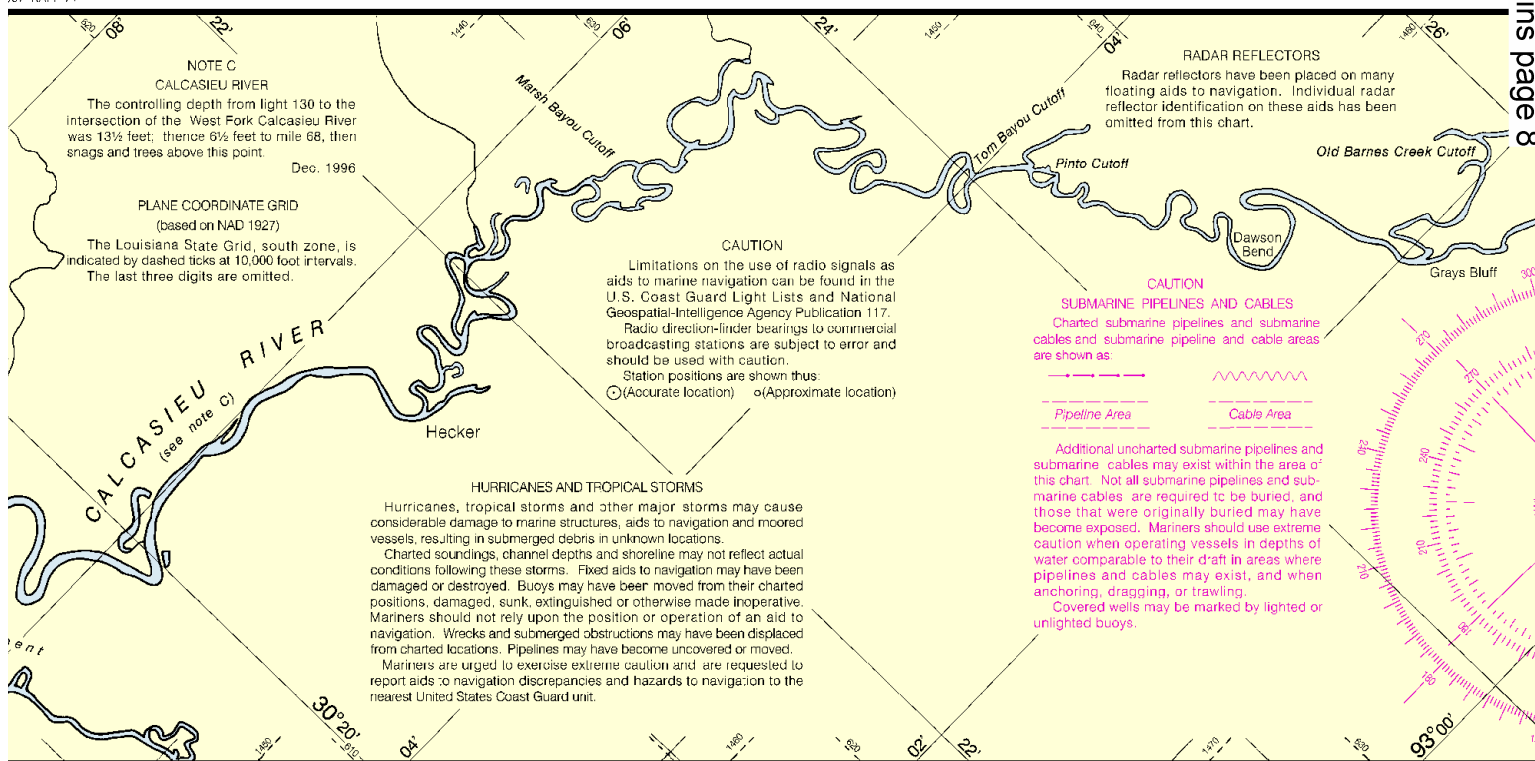
NOAA WEATHER RADAR  
 CITY  
 Lake Charles, LA  
 Beaumont, TX

BROADCASTS OF MARINE  
 CITY

Galveston, TX  
 Galveston, TX  
 Pecan Island, LA  
 Cameron, LA  
 Sabine, TX  
 Sabine, TX  
 Morgans Point, TX  
 Freeport, TX

\*Preceded by announcement

167 KAPP 74



Joins page 8



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

7

**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY TELEPHONE NUMBER  
Lake Charles, LA (337) 477-5285  
\*(337) 439-0000

OFFICE HOURS  
24 hours daily

\*Recording (24 hours daily)

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Lake Charles, LA	KHB-42	162.40	24 hours daily
Beaumont, TX	WXK-28	162.475	24 hours daily

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS**

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING	
Galveston, TX	NOY	2670 kHz	4:45, 6:45 & 10:45 AM	4:45 PM	*On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	
Cameron, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	
Sabine, TX	"	2670 kHz	4:45, 6:45 & 10:45 AM	4:45 PM	
Sabine, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	
Morgans Point, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	
Freeport, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM	4:45 PM	

\*Preceded by announcement on 2182 kHz and 156.8 MHz

**CAUTION**

**WARNINGS CONCERNING LARGE VESSELS**

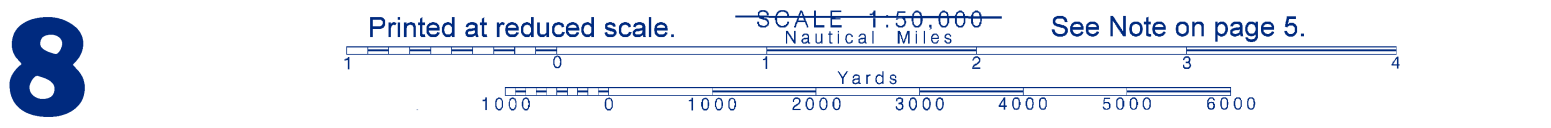
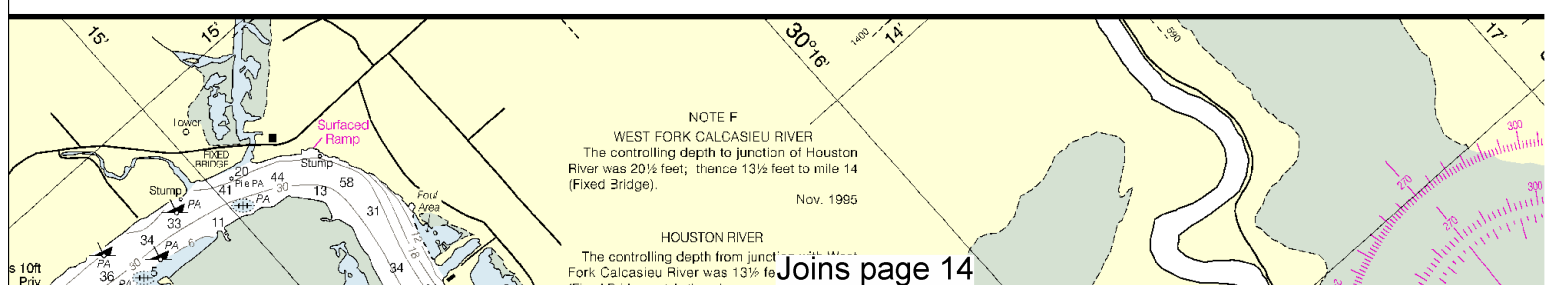
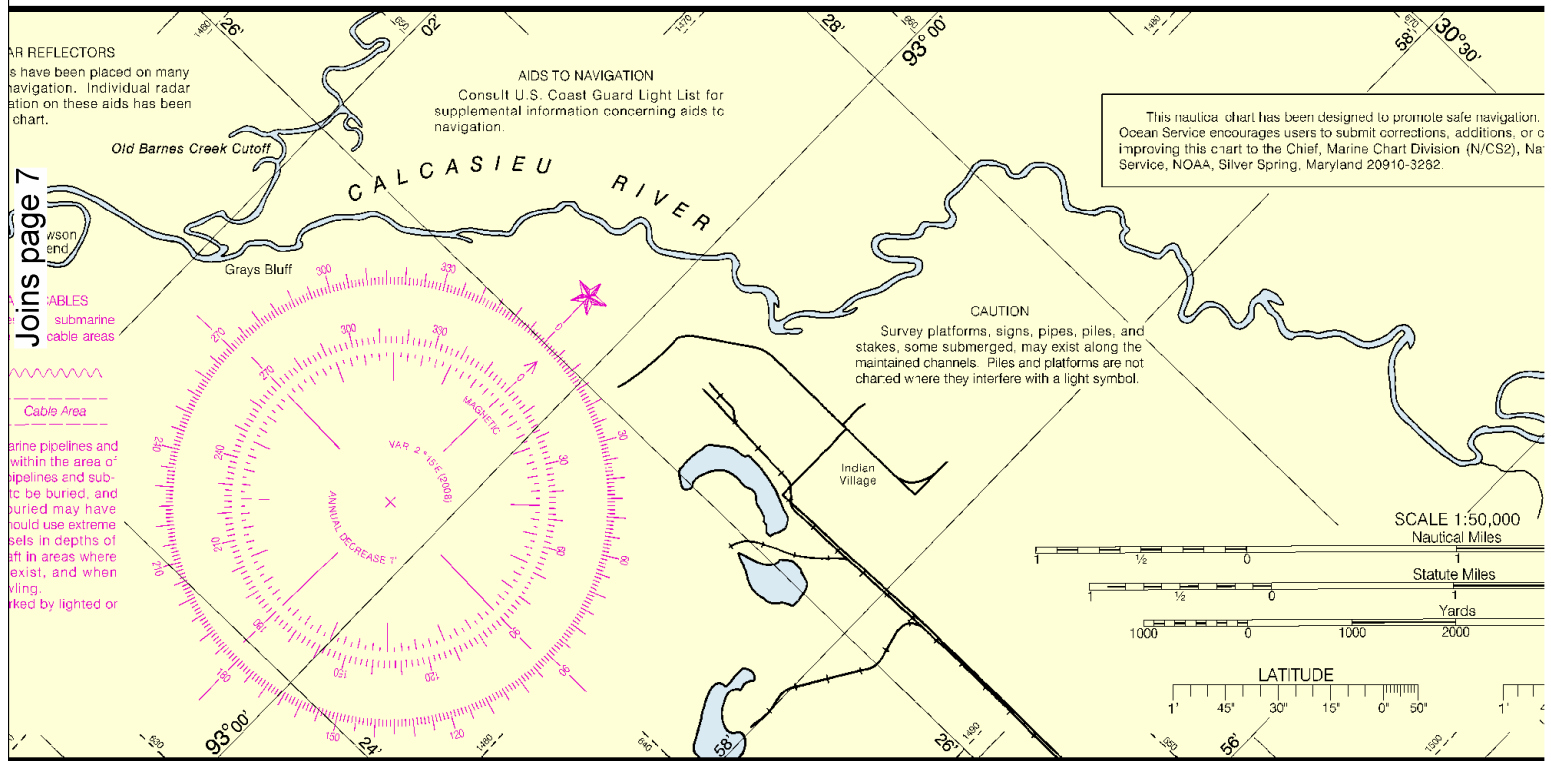
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**ACKNOWLEDGMENT**

The National Ocean Service acknowledges the exceptional cooperation received from members of the Lake Charles Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

**PRINT-ON-DEMAND CHARTS**

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).





## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.756" northward and 0.552" westward to agree with this chart.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mir marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or snail swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

## FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

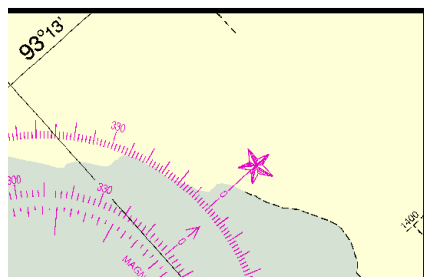
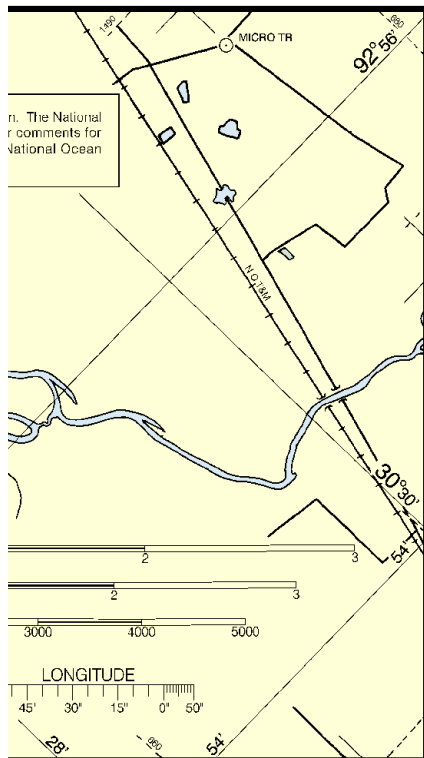


Chart 11347 38th Ed., Jun./08  
Corrected through NM Jun. 07/08, LNM May 27/08

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:50,000 AT LAT 30°06'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

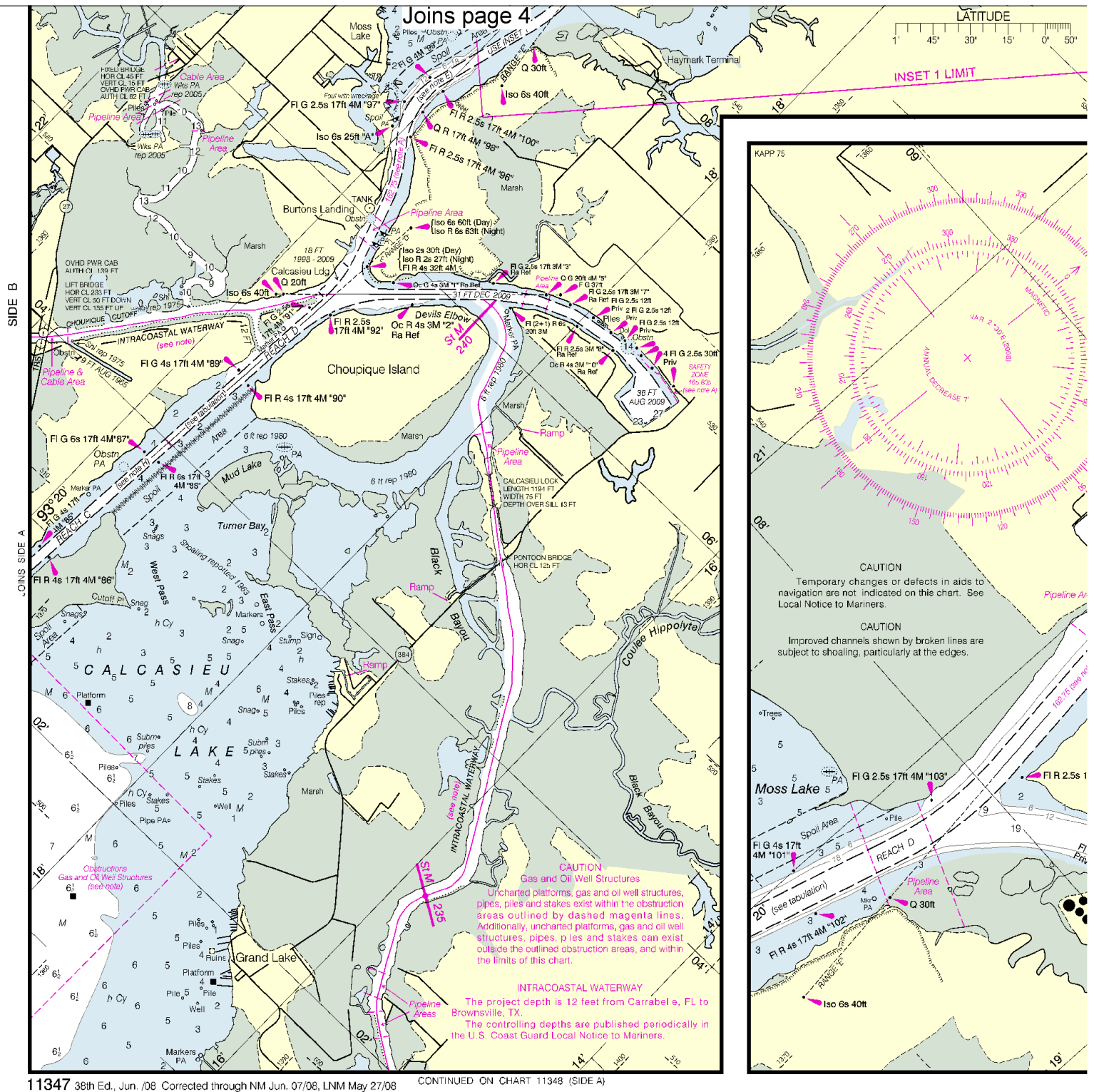
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

Joins page 15

SIDE B



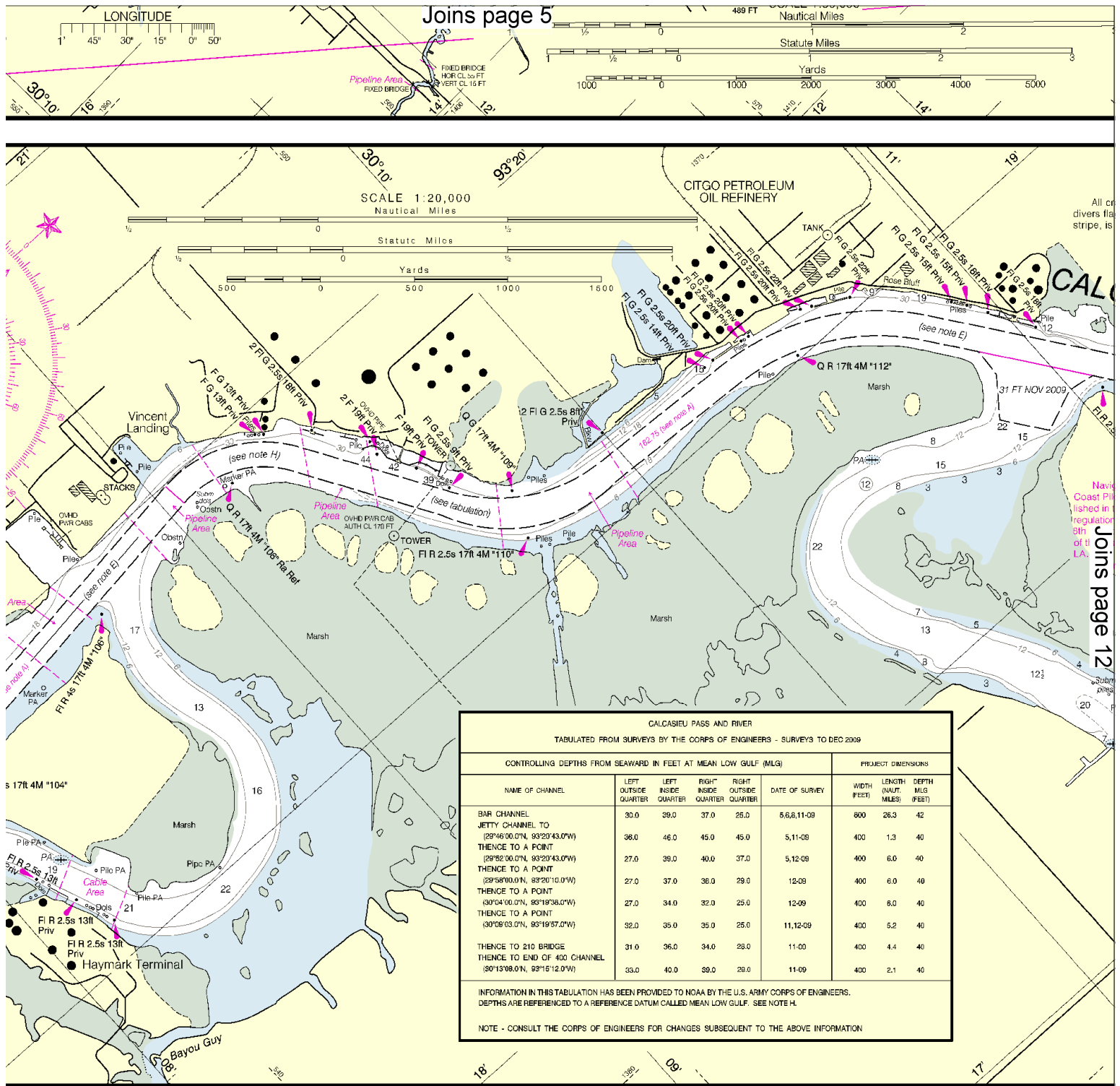
Joins page 16

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

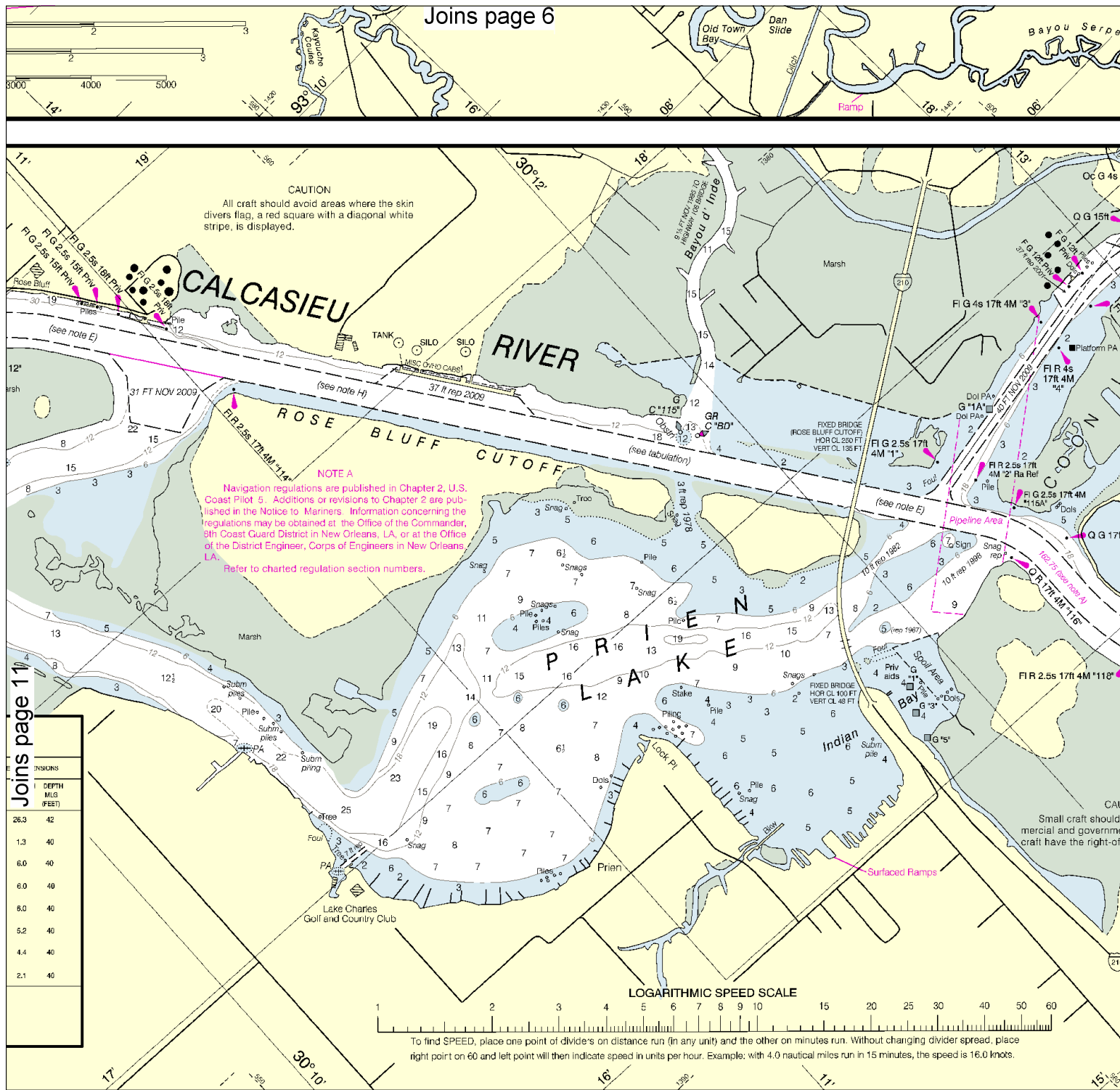
See Note on page 5.





INSET 1

Joins page 17



Joins page 18

12

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

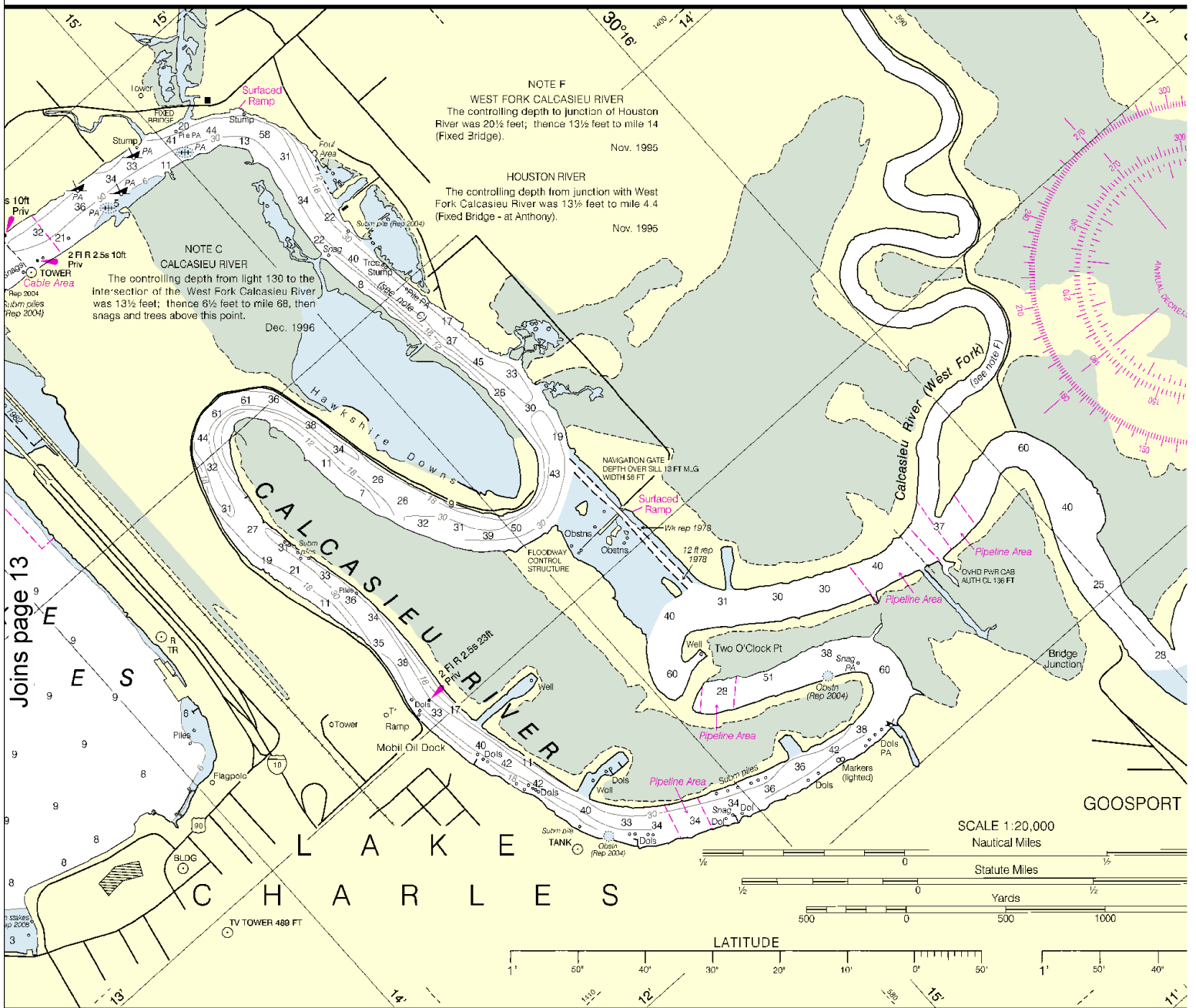
See Note on page 5.

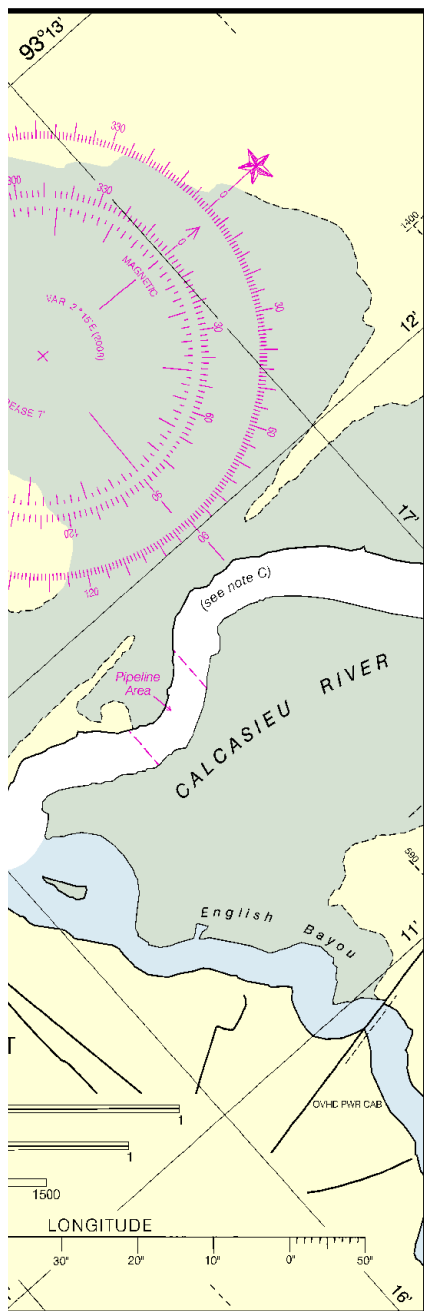


Covered wells may be marked by lighted or unlighted buoys.



Joins page 19





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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## SUPPLEMENTAL INFORMATION

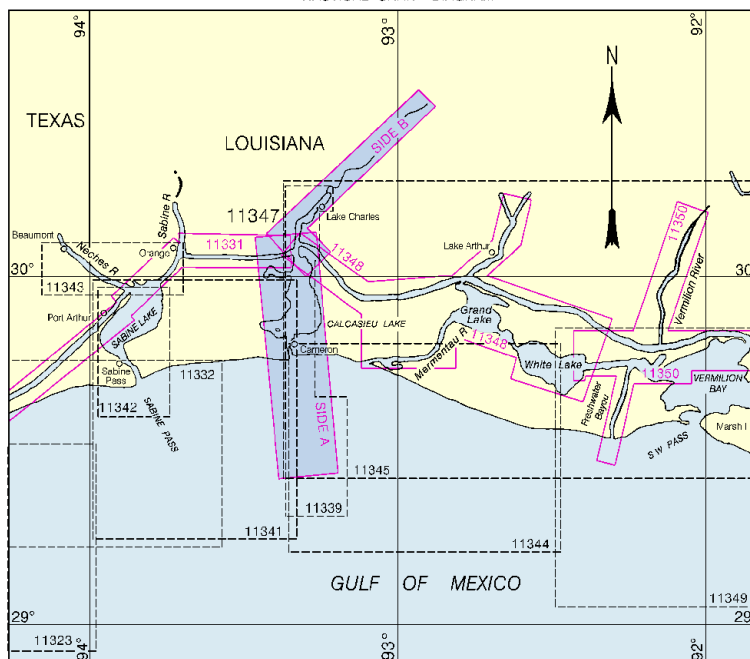
Consult U.S. Coast Pilot 5 for important supplemental information.

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SIDE B**

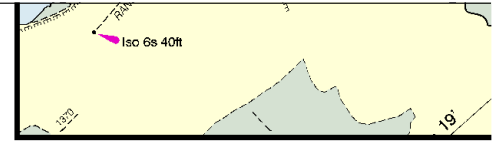
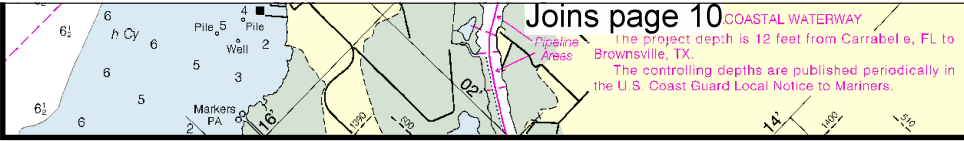
## NAUTICAL CHART DIAGRAM



NSN 7642014010226  
NGA REFERENCE NO. 11XHA11347

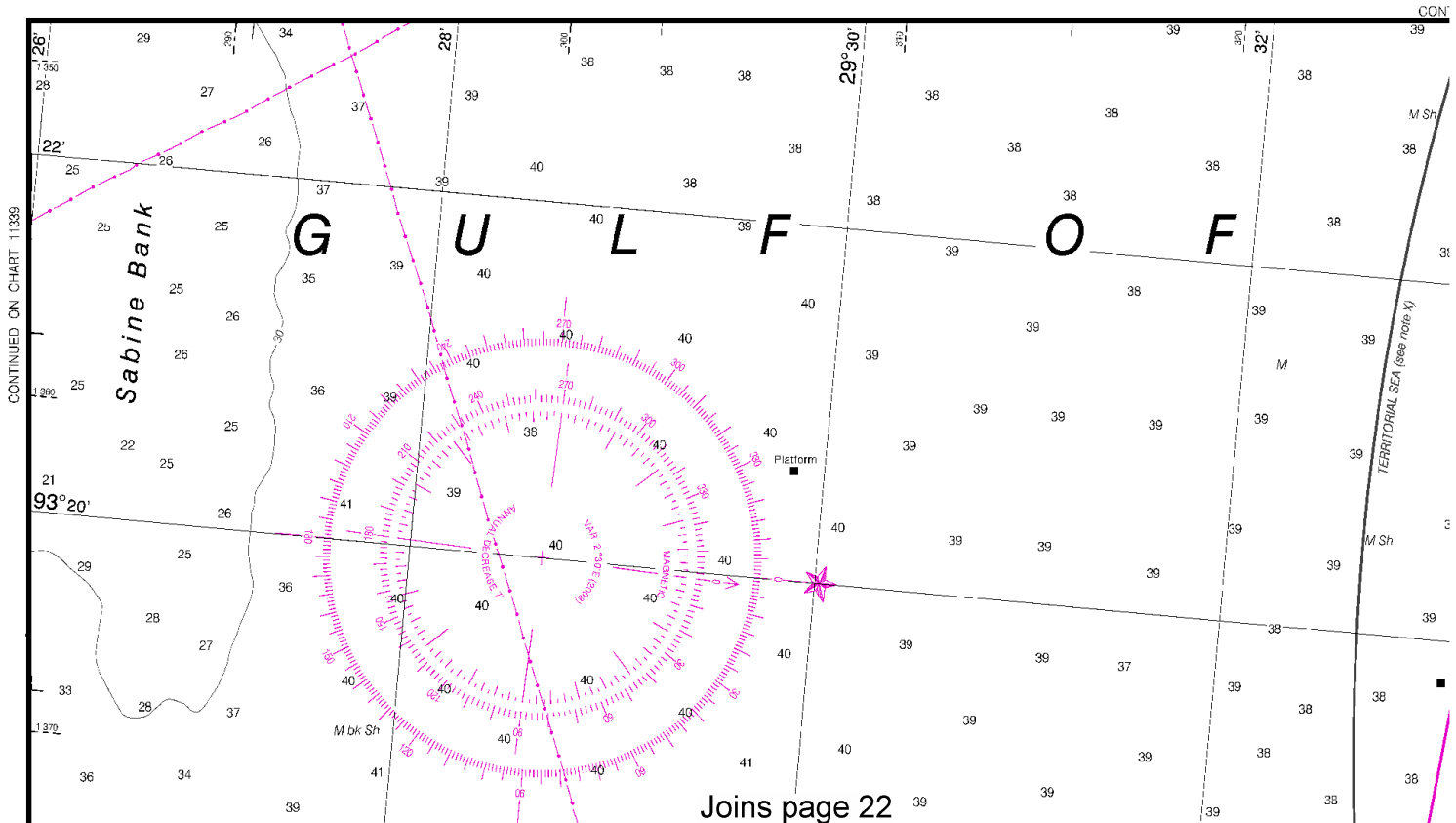


FD-NO. 38



11347 38th Ed., Jun. /08 Corrected through NM Jun. 07/08, LNM May 27/08

CONTINUED ON CHART 11348 (SIDE A)



16

Printed at reduced scale.

SCALE 1:50,000

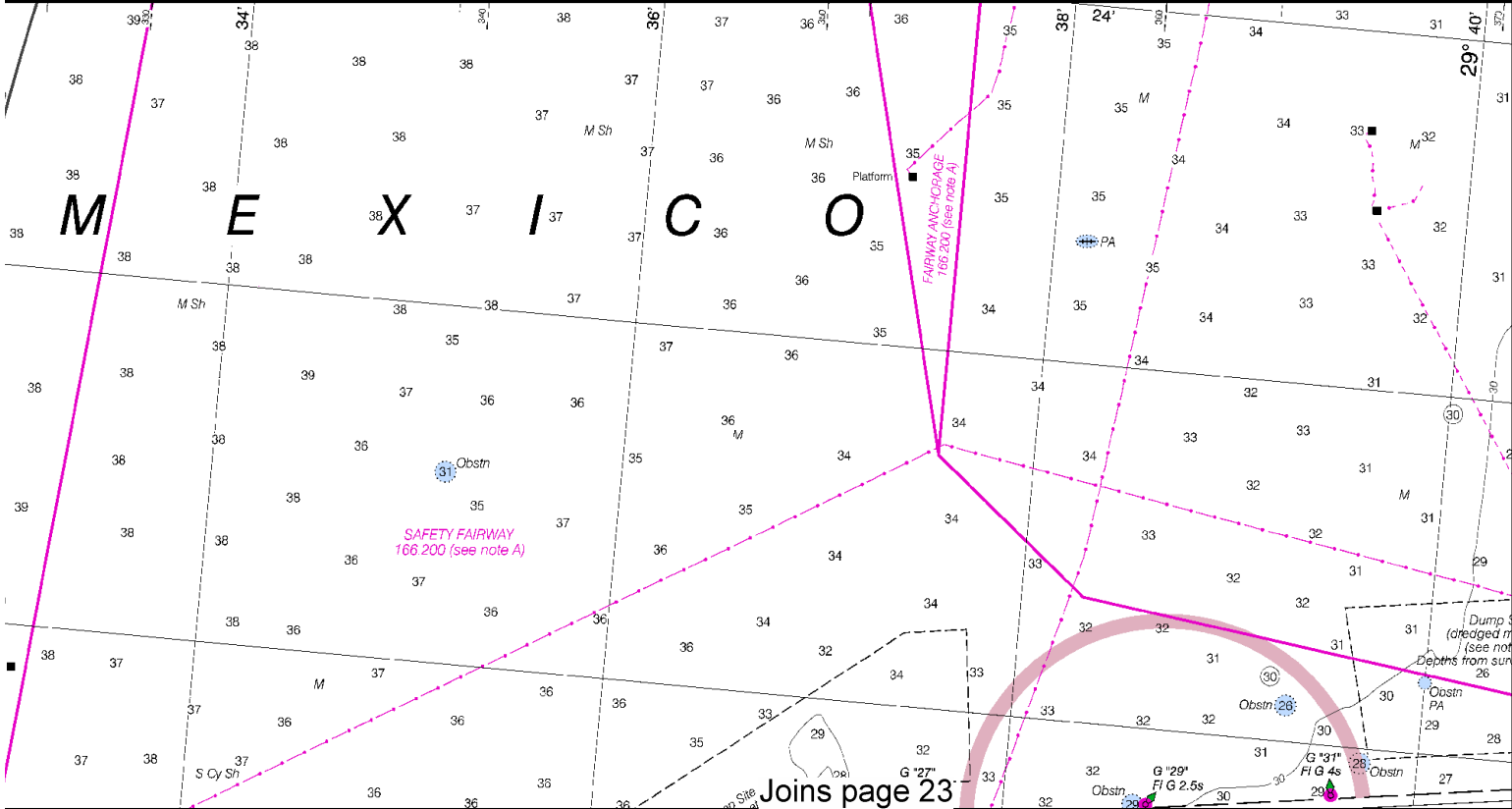
See Note on page 5.



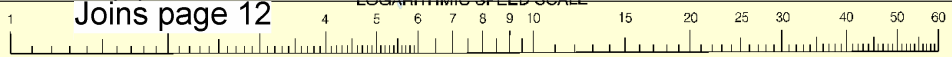
INSET 1

Joins page 18

CONTINUED ON CHART 11341



To find SPEED, place one point of divider's on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



17

30° 10'

16

1900

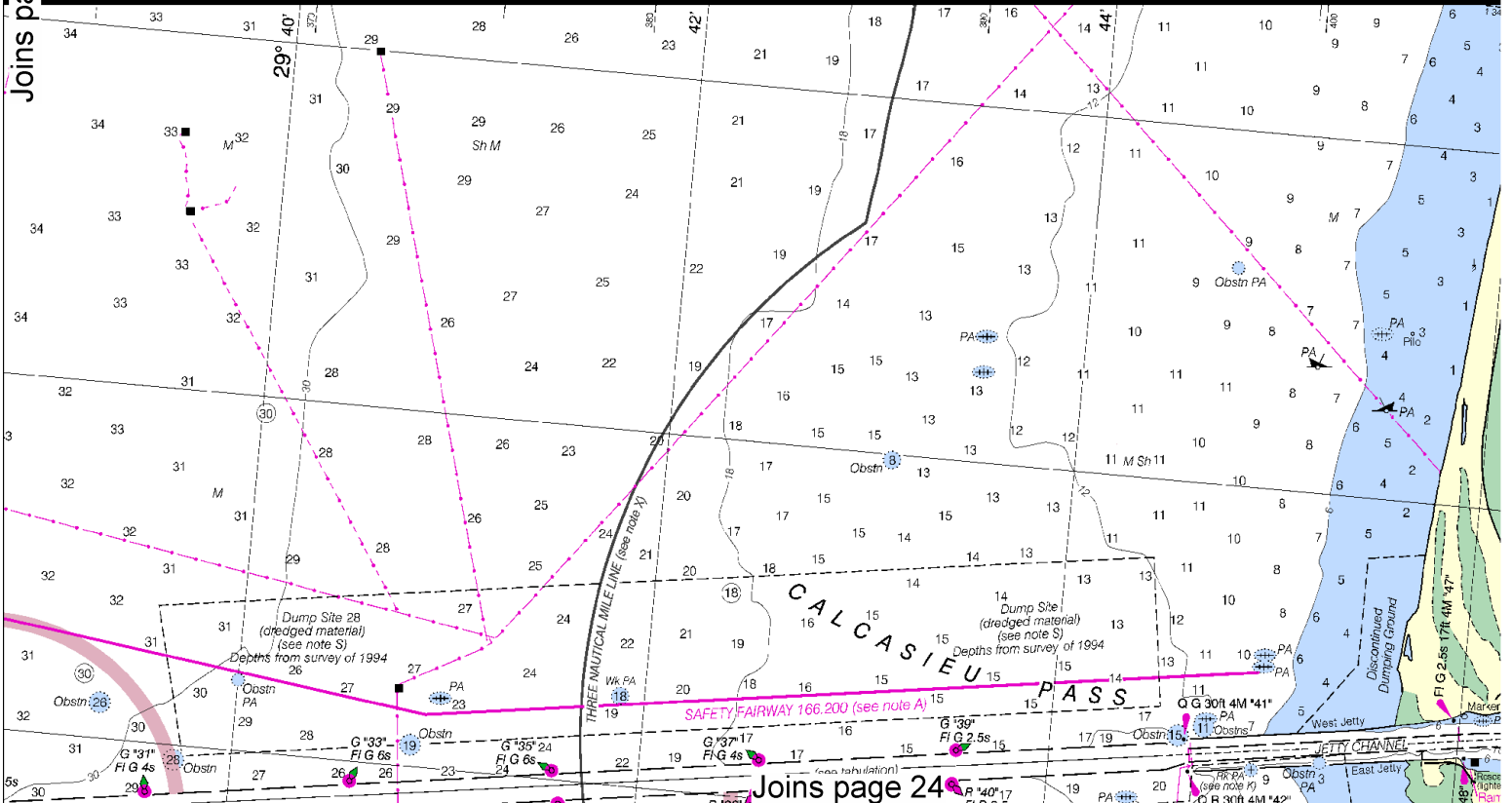
17

15

Joins page 17

CONTINUED ON CHART 11341

Formerly 651-SC, 1st Ed



Joins page 24

18

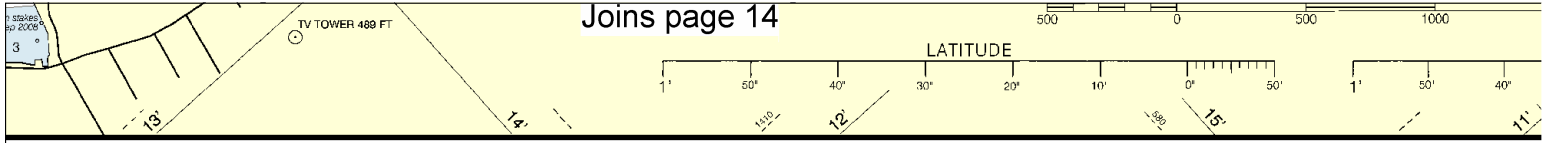
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SCALE 1:50,000

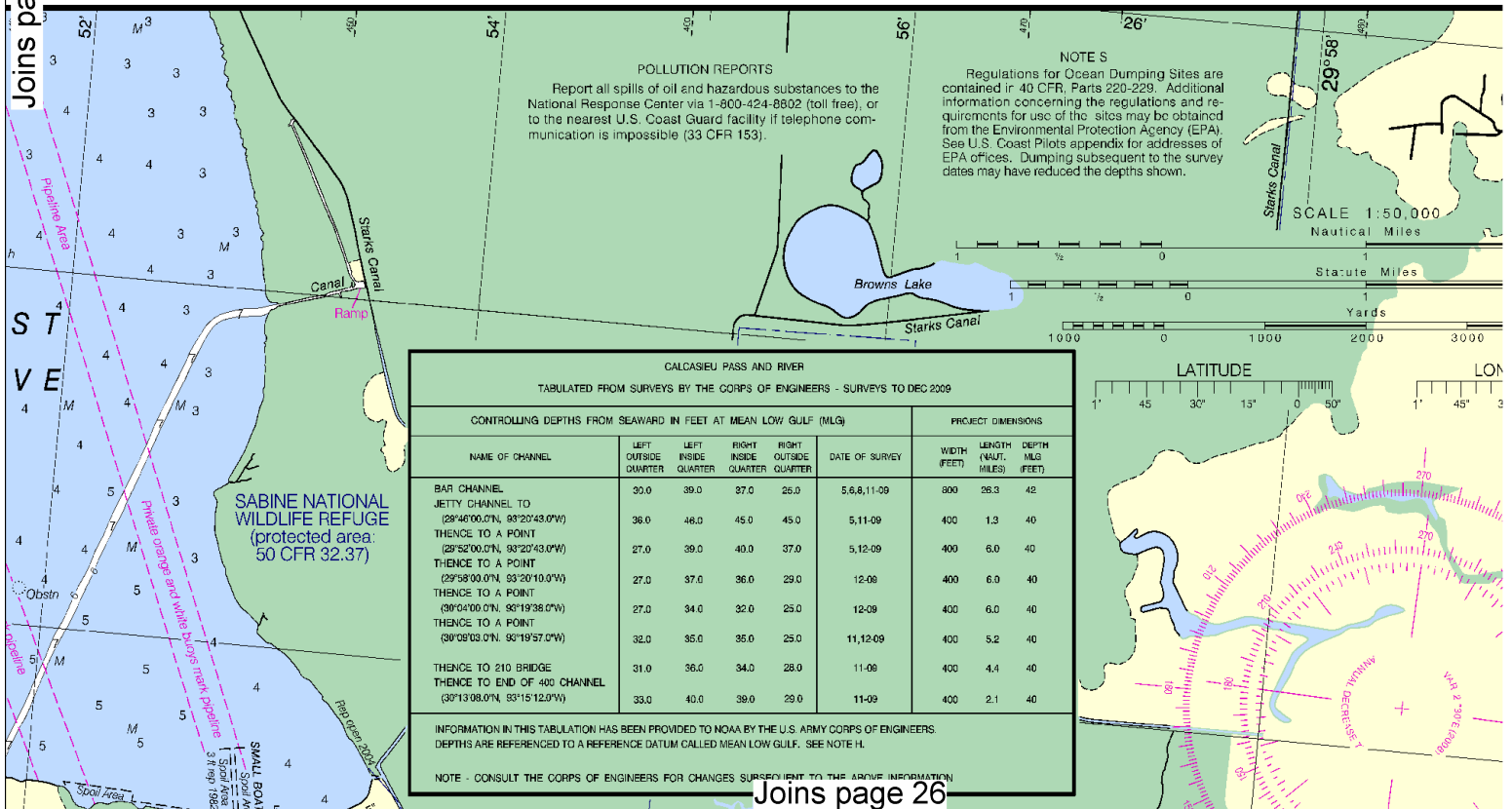
See Note on page 5.







Joins page 19



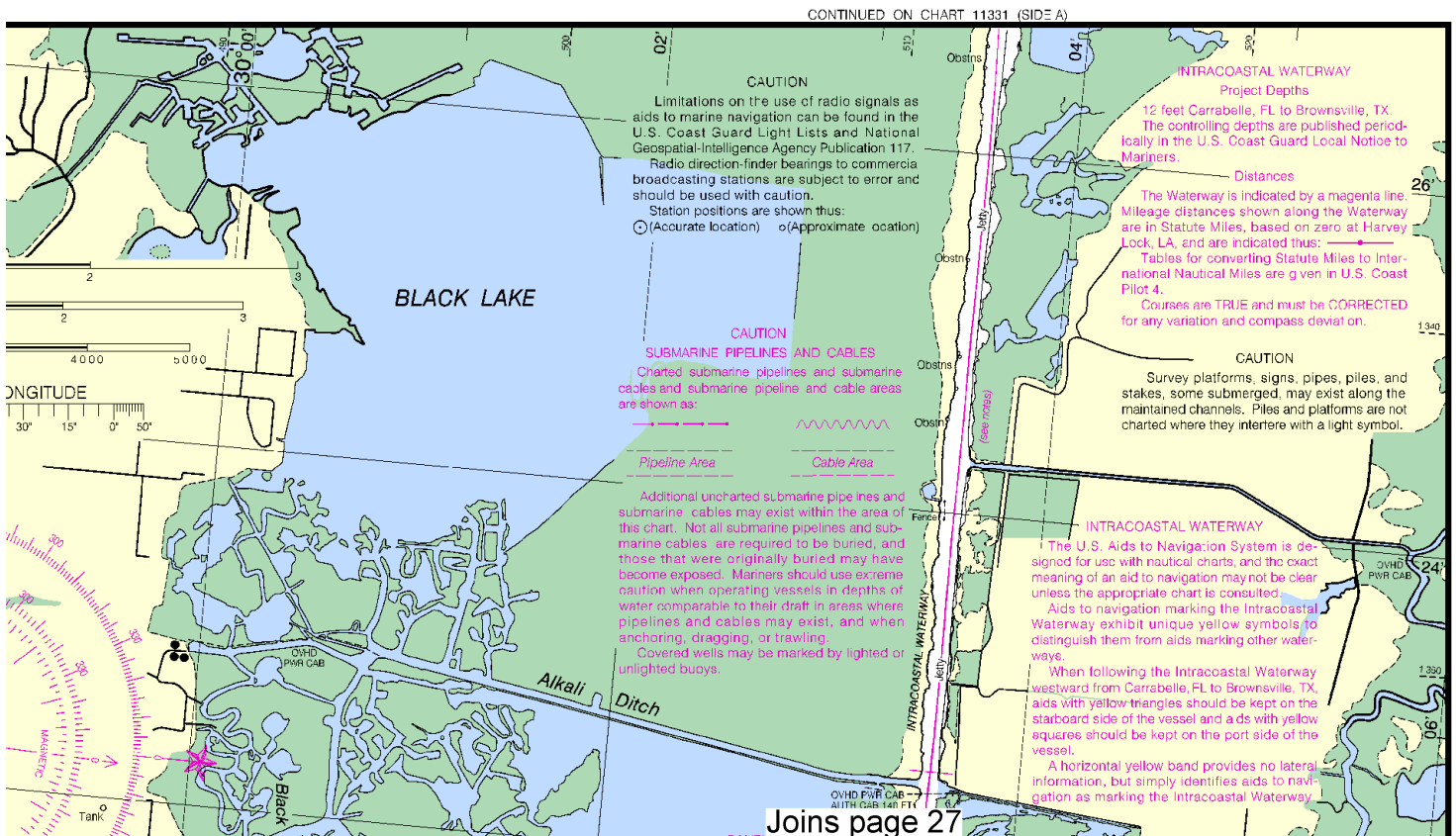
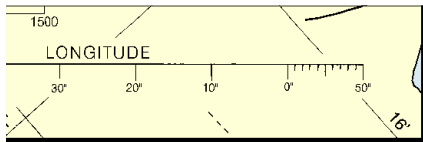
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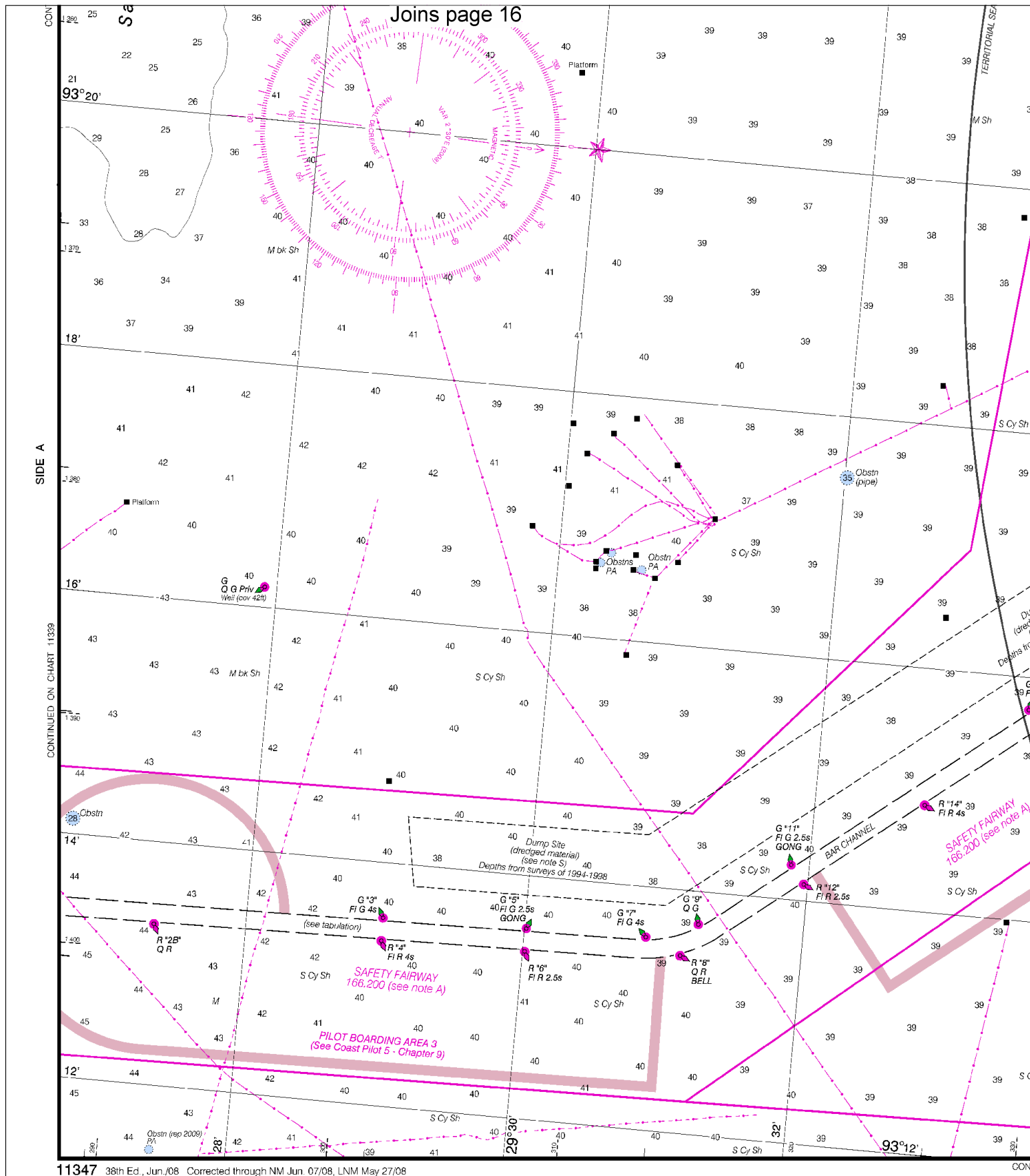
Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.





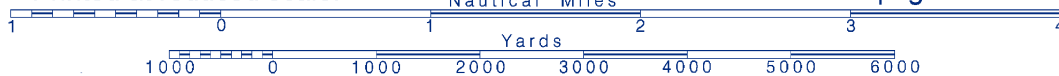


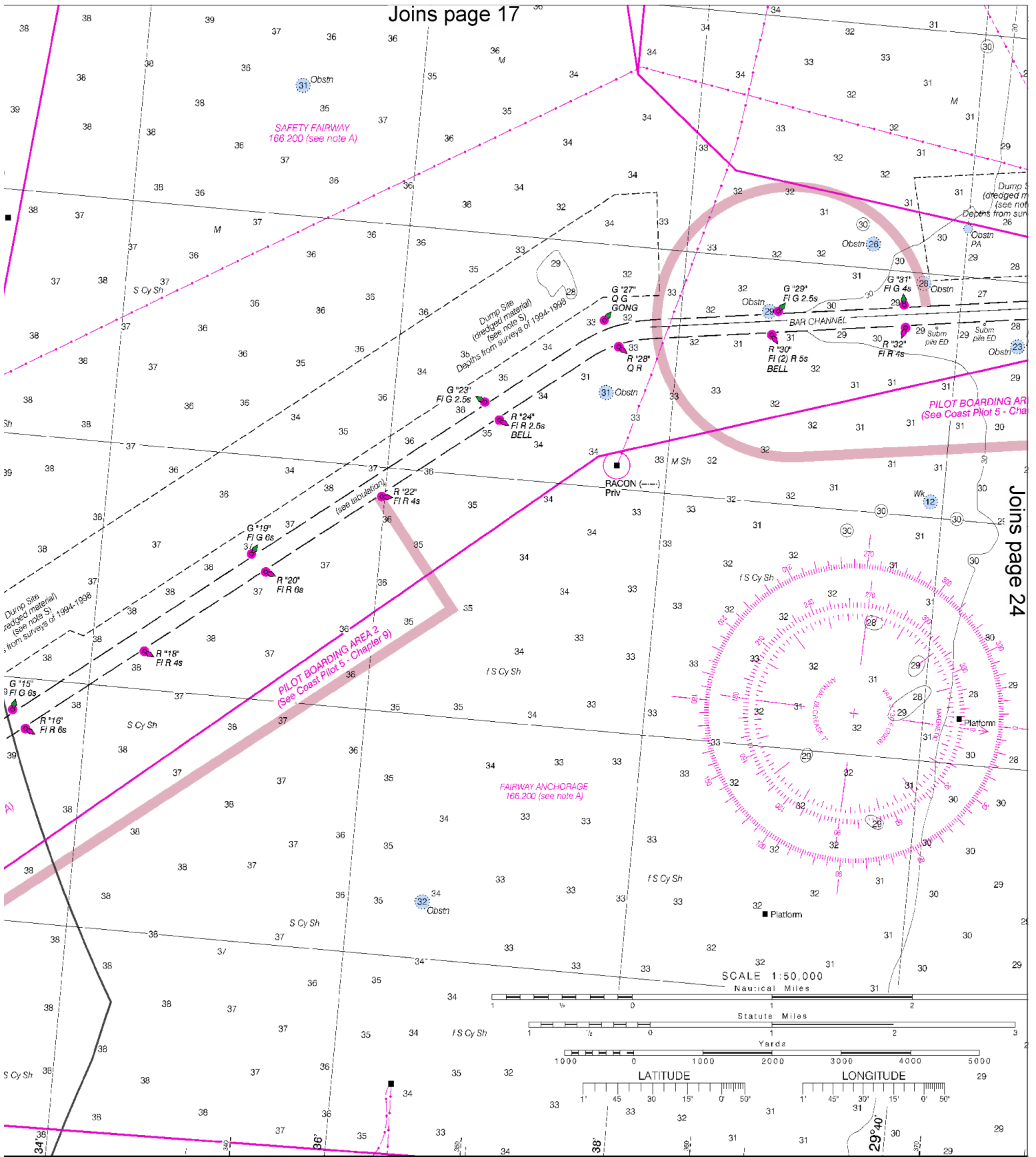
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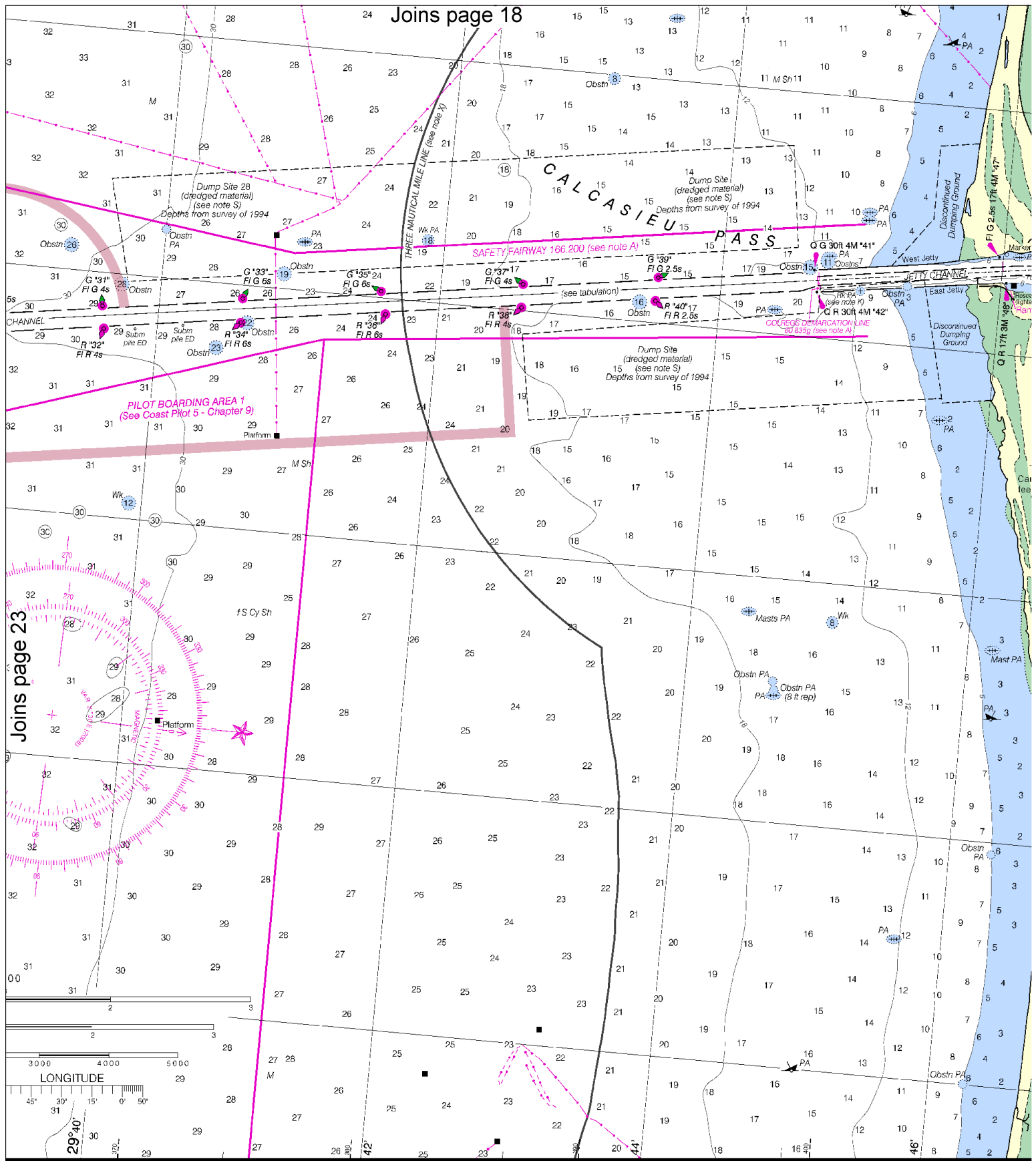
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SCALE 1:50,000

See Note on page 5.







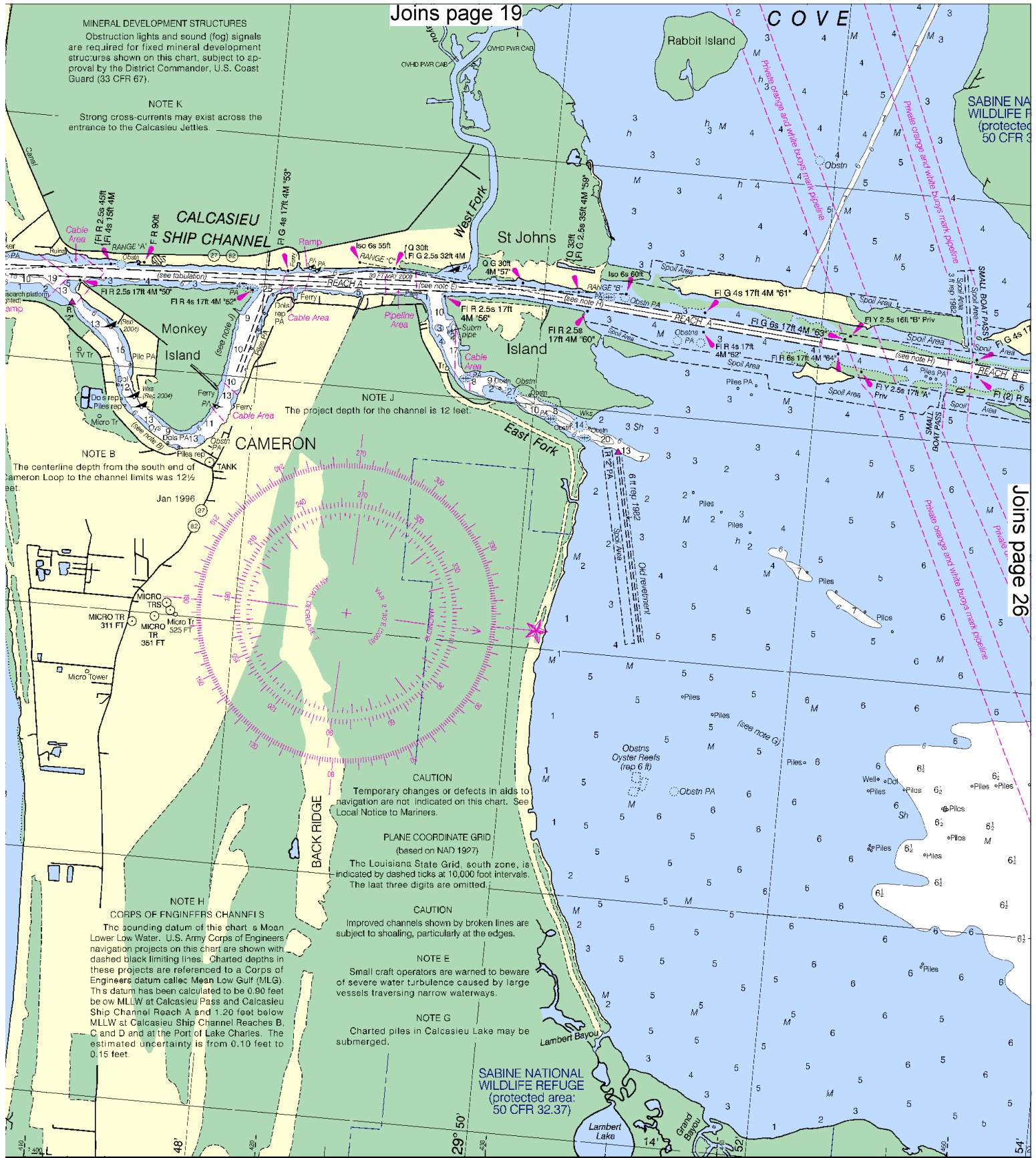
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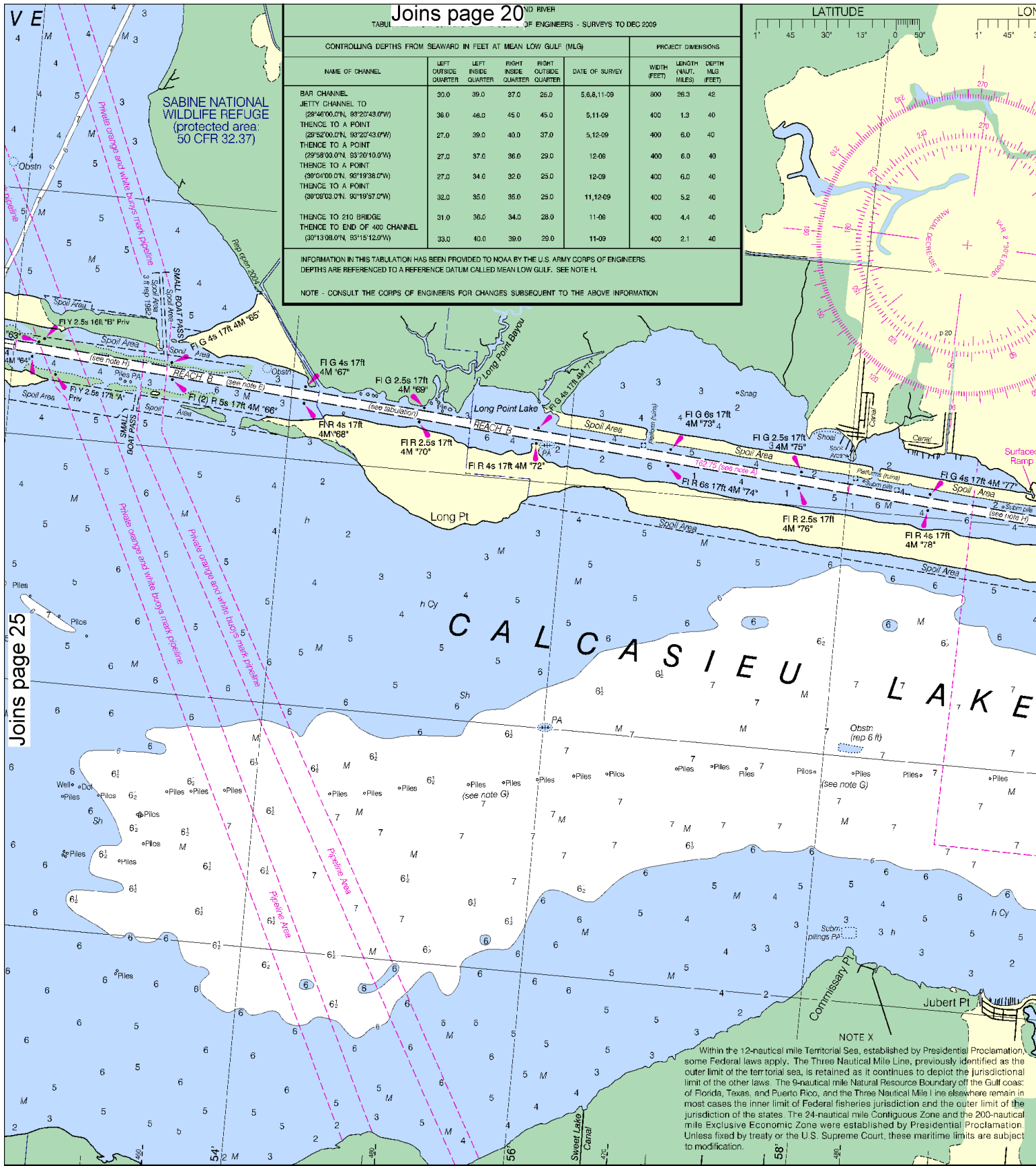
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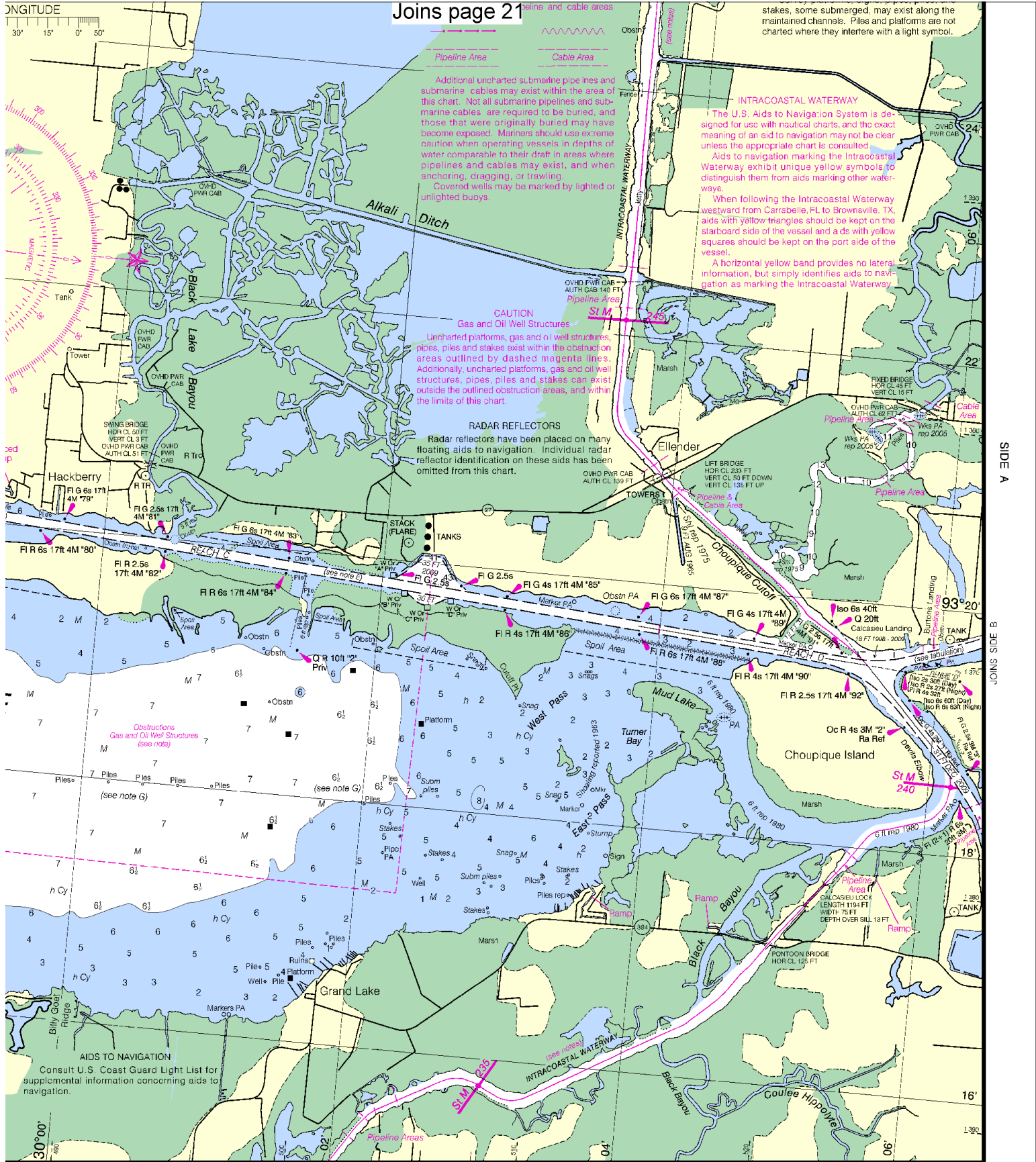
SCALE 1:50,000  
Nautical Miles

See Note on page 5.









Joins page 21

stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

#### INTRACOASTAL WATERWAY

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

#### CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, piles, and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, piles, and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CONTINUED ON CHART 11348 (SIDE A)

11347

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Group Galveston**– 409-766-5620

**Coast Guard Station Sabine** – 409-971-2194

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).